

This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

32101 066885680

Digitized by Google

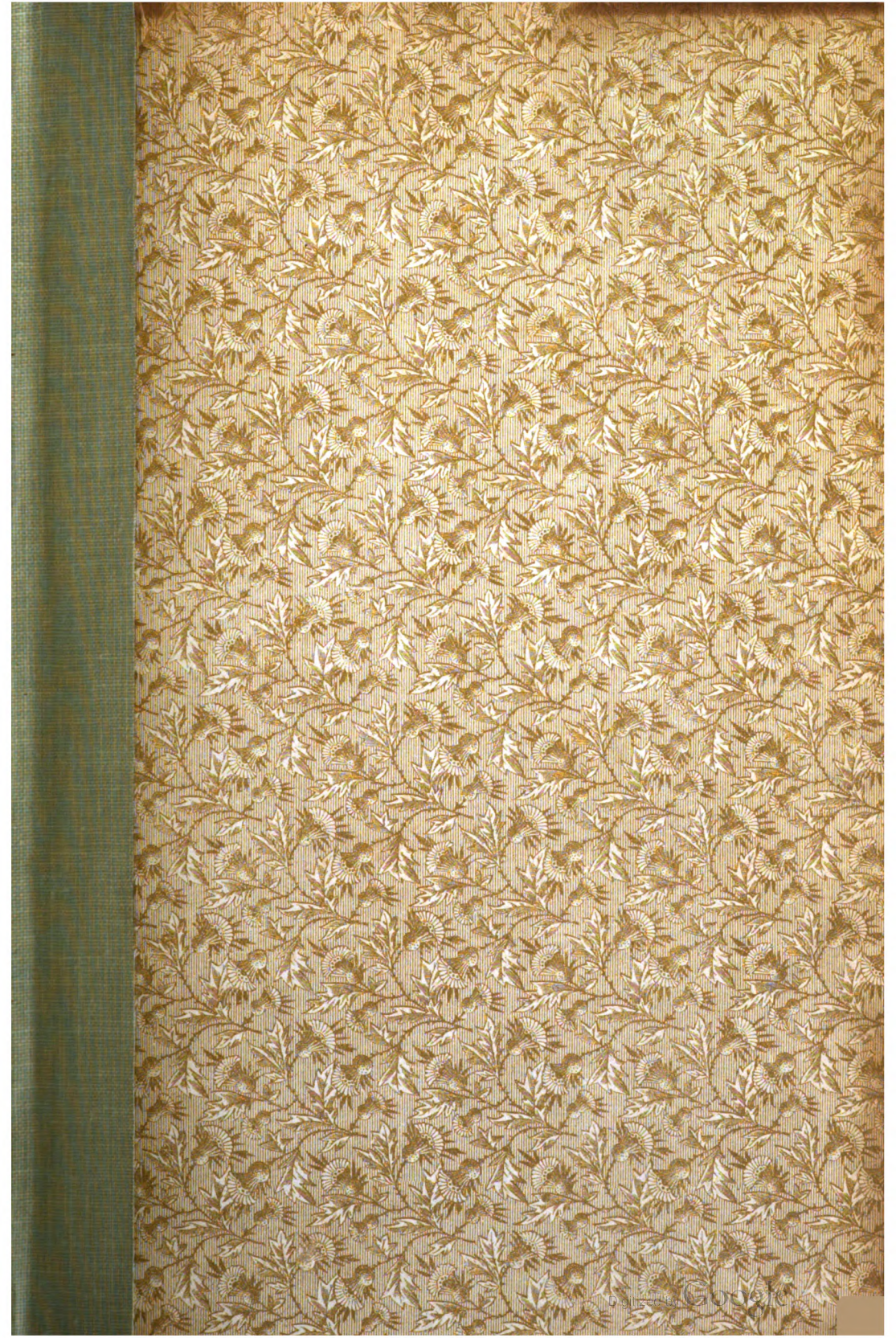
D6515
P35B8
v.11

Library of



Princeton University.

Elizabeth Foundation.



Digitized by Google

Digitized by Google

Digitized by Google

(RECAP)
HD6515
.R35
B9
v.11
1887

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. JANUARY, 1887. No. 1.

RING OUT THE OLD, RING IN THE NEW.

"He frosted his bumpers to the brim:
A jollier year we shall not see,
But tho' his eyes are waxing dim,
And tho' his foes speak ill of him,
He was a friend to me.
Old Year, you shall not die:
We did so laugh and cry with you,
I've half a mind to die with you,
Old Year, if you must die."

"When will the streams be aweary of flowing
Under my eye?
When will the wind be aweary of blowing
Over the sky?
When will the clouds be aweary of fleeting
When will the heart be weary of beating?
And nature die?
Never, O, never! Nothing will die.
The stream flows,
The wind blows,
The cloud fleets,
The heart beats,
Nothing will die."

Time flies, and in its flight bears the days, the months, the years away. There is change—and if death, then a ceaseless resurrection. We are not averse to reminiscences, we are not at war with memory, though its treasures may not always be just to our liking. But memory is truthful—it is a sturdy faculty, it makes no concessions nor compromises. A picture once hung in its halls remains intact. It will not down, nor turn its face to the wall. God pity the poor unfortunate who has no beautiful pictures hanging in memory's gallery.

We write to say a good word for the old year, 1886. If there are those to "speak ill of him," we are not of their number. In our memory we shall embalm him. He gave the world seed time and harvest, the early and the later rain, the seasons in their regular order. No one thing in the program was omitted. There was snow and hail and frost. For a time the frolicsome, laughing brooks were still, and the concerts of the song birds were postponed, but as the earth sped on its circuit, the vernal season appeared, the song birds returned, the ice-filters were broken and the old-time minstrelsy was heard again. The emerald grass carpeted the fields, the trees robed themselves in beauty, there was bud and blossom, balmy winds and bright skies, fruits and fruitions. If there were deaths, births outnumbered them; if there were mourners, there were others who came with words of sympathy and cheer. If there was poverty, there was benevolence, and for every ill a compensation. The right, on many a field, confronted the wrong, and won signal victories. The Truth, never more defiant, challenged Error to combat, and left him to die surrounded by his worshipers.

Never has a year, since the "morning and the evening" completed the first day, passed on to join the centuries, borne away records more cheering to the workingmen of the world—for never in the world's history have workingmen stood up as erect as now. Grand old year, here's to thee; shake, and farewell.

579735

Digitized by Google

We know the Brotherhood of Locomotive Firemen treasures up no feeling of wickedness toward 1886, for it was a grand year in the history of the order. Every obligation was met, every problem solved, every hoped advance accomplished, while the blessings of peace and prosperity come in to crown 1886 with triumphs hitherto unknown to the order.

We do not think the old year is dead, since nothing can die. We only think he is our courier to bear messages of glad tidings to the boys, who, true to duty and to their obligations, have laid aside the scoop, and relaxed their grasp upon the throttle, and who, when last heard from, had taken a sleeper on the T. & E. underground railroad for Sunrise Station, to await the coming of comrades from all our lodges and point them to their mansions. We like the idea, and send it for what it is worth to Shandy Maguire.

But our task is not done when we have said good bye to 1886. We are required to welcome in becoming style 1887, and we receive him in Quaker fashion, with our hat on. We will not so much as call him king. We know he has received his orders, and will not neglect to comply with them. He cares nothing for preambles and resolutions, nothing for penitence. He means business, and so do we; 1887 will never temper his icy breath to shorn lambs, and a wayfarer, caught in a northern blizzard, may pray, but he will freeze all the same. If 1887 should condescend to talk, he would say: "You have been taught in the school of experience, where it is supposed fools can learn wisdom, and I have no advice to offer." That is about the size of it, and it is well, since it puts every man on his muscle. All are required to look fate and fortune squarely in the face and take all the responsibilities of mistakes, 1887 will shoulder none of them. It will be well to be practical. We have somewhere read what purported to be the secret of success. It was something after this fashion: "Look most to your expenses, No matter what comes in, if more goes out you will be poor always. The art does not consist in making money, but in keeping it. Little expenses, like mice in a barn, when they are many, make great waste. Hair by hair the head gets bald, straw by straw the thatch gets on the cottage, drop by drop the rain gets into the chamber. A barrel is soon empty if the top leaks but a drop a minute. When you mean to save, begin with your mouth; there are many thieves down the red lane. The ale jug is a great waste." If a man starts out with 1887 with such practical views of success the year will help him up; if not, 1887 will help him down, and don't you forget it.

Now we know that the Brotherhood of Locomotive Firemen is composed of eminently practical men. Its benevolence is based upon practical theories. If the Brotherhood gives, or pays, it must receive. Death and disability mean dollars. Pay your dues, may not be poetical, but it it is practical. Sympathy, condolence, honeyed words, don't buy anything, don't pay for anything. The cash must come, or charity comes to a full stop.

The Brotherhood anticipates large accessions to its membership during 1887, but only men, as Sam Jones says, of "stickability" are wanted. Suspending members is not an agreeable business. We want men who propose to stick, to be true to obligation and to duty—none others ought to apply.

Having welcomed 1887, we propose to make the MAGAZINE chronicle incidents in his tour over the country and around the world. During his visit, the Brotherhood of Locomotive Firemen will organize new lodges and initiate members. It will carry forward every good work of the order. In the future, as in the past, when a brother falls at his post, where duty calls, every obligation will be met, and when 1887 follows 1886 the record, so far as our order is concerned, shall be luminous with duty nobly done.

With better laws and increased experience, the order should make a grand advance. We propose that the MAGAZINE shall do its full share of the work.

And now we have only to survey the wide field of our operations and contemplate the tasks to be performed. We know the material of which the Brotherhood is composed too well to be despondent. And in wishing each member of the order, and all the loved and loving ones who have a place in their affections, a happy and a prosperous New Year, we shall fancy that on every breeze there comes back to us the response, "the same to yourself."

Digitized by Google

POLITICS.

THE LOCOMOTIVE FIREMEN'S MAGAZINE, be it remembered, is not a political publication in the common acceptation of the term. But in the United States politics should never be degraded as the synonym of anything opprobrious. Politics, be it understood, is the "science of government," and government, in the United States, is established and maintained by the consent of the governed.

This much preliminary to saying that in the late elections, Labor came to the front as a force in politics that has astonished the country, made men open their eyes and exclaim, "What next?"

The pages of this Magazine will bear ample testimony that what has happened did not take us by surprise. We have said labor is organizing to better its condition by practicable and lawful means. We have said labor has the ballot and we have sought, as best we could, to magnify its power. We have said that the educational forces abroad in the land, were lifting, by their more than archimedean power, the workingmen of the country to a peership with those who have in the past controlled governmental affairs. Results confirm our predictions, and now labor stands ready to be crowned as the coming king, whose mission it is to eliminate wrong from statutes and courts, correct antiquated abuses and to see that right and justice have a respectful hearing when the interests of the great body of the people are involved.

In recalling what labor has demanded in the past, men of prudent thought confess astonishment that its moderate requests have not been granted, but refusal following neglect, and neglect taking on all the offensiveness of ostracism, labor at last grasped the idea of unification, and, in turn, discarding parties, or, for the nonce, selecting men from the various parties known to be in sympathy with the great body of wage men, at the first onset won a victory and in the ranks of those whose policy had been in flagrant antagonism to the interests of the workingmen, inaugurated confusion and changed in a large degree the current of political thought.

As we have predicted, the working men of America will seek assiduously for means of bettering their condition, apart from strikes and the boycott. They will discard anarchy and anarchists, violence by whatever name it is known, or by whatever method it may seek to gain its ends. The stupendous falsehood, whether insinuated or independently announced, that working men ARE NOT LAW ABIDING, is to be throttled or choked to death, or, indignantly crushed under the feet of the triumphant hosts of men who, knowing their rights and daring to maintain them, appeal to the ballot, to the law and the testimony.

We are to hear less in future about the war between labor and capital, because such a war is the creation of diseased brains. Such a war does not exist, and in the nature of things can not and never did have an existence. But there has been a war waged in public sentiment, grasping monopolists seeking by statutes, and precedents, established usages, to maintain a crushing ascendency over the wealth-producing millions of men, the maintenance of a policy of injustice by which the few sacrificed the rights of the many, and in justification of their course, have been able to plead the statutes and the decisions of courts.

Under the new regime, inaugurated by the wage men of the country, such forms of injustice are to disappear, and the blessings to flow therefrom are, like the rain, to fall upon the unjust as certainly as the just, by which we mean that the reign of right is to be a national benediction.

It is most gratifying to observe that the great body of the people hail with evident satisfaction this new departure in politics, the "science of government." It is a case in which politics is being rescued from the mere partisan, the boss, and the bummer, and made to honestly represent the will and best interests of the governed. It bears glowing testimony to the power of the ballot for good, when wielded with an honest purpose to secure the largest practicable good to the largest number of people.

Sleeping car conductors have a mutual aid society. If they all work for Pullman they ought to have several aid societies.

Sleeping car "tips" are to be discontinued on some of the railroads of the country. The "tip" business anywhere is typical of stealing.

Digitized by Google

SUNDAY TRAINS AND OVERWORK.

Months ago we called the attention of the readers of this Magazine to the fact that overwork on the part of train men was fruitful of railway disaster. We did not refer to the running of freight and passenger trains on Sundays, since we conceived that our arguments were conclusive without the introduction of the vexed question of Sunday trains.

In a recent issue of the National Car Builder, "Sunday trains" are discussed in a way to attract the attention of thoughtful readers and we refer to the subject now, that we may introduce a paragraph or two which are strongly in support of our theory. The writer from whom we quote refers to the fact that the "running of trains on Sunday is perceptibly diminishing," and adds, "There are no duties more exacting and arduous, or which more imperatively require sound minds and healthy bodies for their proper performance, than those which devolve upon railroad men of every grade, and especially trainmen." No fuller endorsement of our proposition could be desired, and it would be difficult to find higher authority upon the subject than the National Car Builder. We care little for the Sunday train question aside from the fact that it demands a sacrifice of train men at war with their physical powers to maintain. The Car Builder remarks that "Every railroad manager knows that more and better service can be got from an employe in six days, when the six days are preceded and followed by a day of rest, than could be got from him in continuous periods of seven days without any intervals of rest." It would be a waste of time to attempt any improvement in the conciseness of the Car Builder's statement. It is too self-evident to require any explanations, and it brings into the boldest possible prominence our statement, that to overtax the physical powers of trainmen, whether on Sunday or any other day, is fraught with danger to those who are required to patronize the road which exacts such services from their employes.

We think it is a fact easily established that railroad owners exhibit praiseworthy care in all matters pertaining to the conditions of their road, road bed, ties, rails, bridges, etc., as also the perfect condition of engines and cars. To "intimate that this ceaseless solicitude has no significance other than increased dividends and does not reach the welfare of passengers would be an insult, but it is questionable if with all this vigilance, railway managers do properly and patiently consider what number of hours of service on the part of trainmen is consistent with the safety of trains. In fact we do not think the task would be difficult to demonstrate that the important question receives little, if any attention at all, and yet, the proposition is not debatable, that the moment the mind and body of a trainman is overtasked, the moment of danger has been reached, and from thereafter the dangers increase in geometric progression.

It may be possible, indeed we are of the opinion that it is probable that train men are willing to assume the added risks, if thereby they increase their per diem, or it may be that the "runs" are so arranged that the stipulated wages required the excessive work, be this as it may, the fact remains, that trainmen, in instances, alarmingly numerous, are overtasked; pressed with responsibilities which attach to the calling of no other class of wage men, vital forces are sooner exhausted, and since every consideration of profit and safety demands that trainmen should have "sound mind and healthy bodies," and that neither mind nor body should be subjected to fatigue which to any extent involves forgetfulness of responsibilities, or incapacity to meet them, the question advances far beyond moving Sunday trains. They are questions in which the whole country has vital interests and which will at no distant day be forced more prominently upon public attention.

It is supreme folly to talk upon running Sunday trains as a religious question. Those who prate most about it do not hesitate to drive their own horses, if they have any, on Sundays, and the church is the most liberal patronizer of street railways on Sundays.

If Sunday trains are a necessity they will be run; if not, they will not. The world has outgrown that phase of the subject, but the last idea is founded in the absolute requirements of the human body and mind and is ever present and ever pressing for a hearing.

Digitized by Google

THE MATTOON LOTTERY.

We were lately favored with a very pleasant call by F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, who informed us that they had been criticised somewhat for the part that they had been supposed to have taken in the drawing of the Mattoon Lottery.

After a careful summing up of all the evidence in the case, we are fully convinced that they had nothing at all to do with it, either for or against; hence, criticism is as unjust as it is uncalled for.—Engineer's Journal.

The foregoing statement, in so far as it goes, is correct, and the Journal has our thanks for placing us properly before its members, but we must add that we have not only been *criticised somewhat*, as the Journal states. Many of our members will bear us witness that we have been condemned in unmeasured terms for our alleged interference with the Mattoon Lottery, and to such an extent has this misrepresentation been carried, that we find it necessary, not only to enter an emphatic denial of the charge, but to present at least a few of the facts in the case for the consideration of those who have been led to believe us guilty.

We were aware at the time that the opera house was engaged for the drawing in the name of the Brotherhood of Locomotive Firemen and we were also aware of other matters in connection with the affair, all of which came to us without solicitation, and yet not one word escaped our lips in refernce to it, except to say to the proprietor of the opera house (who called on us for information and who had been warned not to allow the Drawing to take place in his house), that so far as we knew the enterprise was perfectly legitimate. To this day we do not know who the parties were that conducted the Drawing, nor do we know anything about what occurred here in connection with it except what we read in the daily papers. It was not our affair and we had nothing to do with it, nor did we know that it was even suspected that we interfered with the Drawing until it was reported to us from various localities that "the grand officers of the Brotherhood of Locomotive Firemen, especially the Grand Secretary had caused the trouble with the Mattoon Lottery." After the close of the late convention of the B. of L. E., we received numerous letters from our members saying that the Engineers' delegate had informed them that they had been given to understand that we were responsible for the trouble that followed.

For the information of all who desire to know the truth, we will say that the foregoing statements are utterly and maliciously false in every particular, and we challenge any living man to confront us in the charge. If any proof is required to substantiate our statements we invite anyone who desires to know the facts to come to Terre Haute and we will very soon satisfy them as to whether or not we have been made the victims of falsehood and misrepresentation.

We repeat that we had nothing to do with the Drawing, directly or indirectly, and those who assert the contrary are either misled by what has been told them or else they are willful falsifiers.

We know the parties who originated the charge and the purpose they had in view, and when this comes to their notice we want them to read it and understand that we mean THEM, and we challenge them to show why they should not be branded as slanderers and falsifiers.

To act the part of a sneak is not in the line of our methods. What we have to say we say openly and frankly, utterly unlike our accusers, who have attributed their methods to us, believing that we, like them, were base enough to act the part of a sneak when the occasion presented itself.

We have had some honest differences with the Brotherhood of Engineers, but that is no reason why we should undermine that Order and seek to bring it into disrepute. So far as the Mattoon Lottery was concerned, we know nothing whatever about it, but we have no doubt that so far as the Brotherhood of Locomotive Engineers was connected with it, it was perfectly legitimate and honorable, and if any mistake was made, the Order should not be condemned for it.

We regret the necessity of this publication, nor would we have introduced the subject into our columns under any other circumstances.

Mr. H. M. Hoxie, Jay Gould's right-hand man, reached his cemetery station some weeks since, and we have no doubt but that Mr. Gould is a sincere mourner. Mr. Hoxie was a gentleman of great executive ability and courage, but his troubles with the Knights of Labor were too much for his strength and he has had to surrender to the inevitable.

Digitized by Google

VALUABLE STATISTICS.

The following valuable statistics relating to the Brotherhood of Locomotive Firemen on the first day of November, 1886, we take the earliest opportunity of furnishing to the readers of the Magazine.

The length of line and cost of road and equipment is taken from Poor's Manual of the Railroads of the United States, for 1885, accepted as the highest authority in the country.

We have not the figures showing the length of line in Idaho or the District of Columbia. The cost of road and equipments in Old Mexico and Canada are approximations.

States.	Miles of Railroad in 1885	Cost of Railroads and Equipments.	Number of Lodges.	Number of Members.
Illinois	13,051	$ 597,392,415	31	1,786
Pennsylvania	7,061	508,792,476	33	1,573
New York	7,399	835,973,890	23	1,541
Indiana	6,572	283,324,374	16	1,116
Iowa	3,516	116,701,571	21	996
Ohio	9,205	700,272,172	19	859
Missouri	6,485	318,662,297	16	843
New Jersey	1,881	215,251,975	7	678
Texas	5,962	234,939,789	16	609
Minnesota	5,806	334,707,038	9	544
Kansas	4,065	169,033,477	12	505
Wisconsin	6,310	217,213,227	8	422
Michigan	4,827	204,530,971	8	496
Massachusetts	2,399	178,862,870	4	463
Colorado	2,251	94,861,784	7	317
Nebraska	2,482	168,967,098	7	313
Kentucky	2,521	141,621,900	5	248
Arkansas	1,098	42,170,025	3	135
California	3,546	297,317,406	8	183
Tennessee	1,742	160,260,155	5	172
Wyoming	632	27,597,000	4	161
Dakota	358	11,908,000	4	144
Montana Territory	81	2,932,000	3	113
New Mexico	1,070	99,589,339	4	100
Arizona	455	31,774,003	2	99
Maine	1,213	40,138,574	1	98
Connecticut	994	47,835,892	2	96
Idaho			2	94
Georgia	3,049	78,657,406	4	94
Utah	1,293	40,779,757	2	92
West Virginia	437	16,750,201	4	88
Delaware	225	4,224,326	1	80
Maryland	1,256	104,149,009	2	77
Nevada	502	15,352,195	2	71
Virginia	2,963	181,167,845	3	68
Oregon	1,040	58,926,314	2	60
Washington Ter.	55	1,977,000	2	54
Mississippi	548	18,365,861	3	53
Rhode Island	147	5,774,161	1	34
Louisiana	1,592	79,532,944	1	30
Dis. of Columbia			1	28
New Hampshire	847	23,739,398	1	25
Vermont	874	37,773,398	1	20
Alabama	1,984	63,693,690	1	16
Old Mexico	2,828	101,748,000	1	25
Canada	9,066	326,376,000	25	1,239

This gives us a total of 337 lodges and 16,868 members, and for the United States alone 311 lodges and 15,594 members. Over half of this latter number being furnished by six states namely: Illinois, Pennsylvania, New York, Indiana, Iowa and Ohio. Florida, North Carolina and South Carolina are the only states in which we have no lodges.

At the present writing we have 337 lodges and out of this number there are only 37 that have less than 20, 9 that have less than 15 and 4 that have less than 10 members.

There are 267 lodges that have a membership of 25 and upwards, 121 that have 50 and upwards, 54 that have 75 and upwards. We have 23 lodges that have over 100 members each, 11 lodges that have over 125 members each, 7 that have over 150 members each, 4 lodges with over 200 and 2 lodges with over 250 members each.

This gives us an average membership of 50 members to each lodge.

It is stated that for each 100 miles of railroad operated in the United States there are 2,284—say 25 locomotives required and hence 25 locomotive firemen are required.

In 1885 according to Poor's Manual, there were in operation 128,407 miles of railway, hence there would be required something over 32,000 locomotive firemen to operate the roads—or for the United States and Canada, say 35,000 firemen.

By consulting the above figures it will be observed that there is a vast number of locomotive firemen, who, as yet, do not rally beneath the brotherhood banner. The motto is "live and learn," and we are satisfied that the better the principles of our Brotherhood are understood, the more anxious the better class of firemen will be to enjoy the benefits which they are designed to confer.

COMPLETE COMBUSTION.

A company organized under the laws of the state of Maine, known as the Complete Combustion Company, with a capital stock of $100,000, is now in successful operation, having its general office at Portland, Maine; as also a branch office in Boston, Massachusetts.

The apparatus by which complete combustion is secured, is the invention of Mr. Howard De W. Sawyer, at one time a locomotive engineer, and connected with the eastern division of the Boston and Maine Railroad. He is a member of the Brotherhood of Lo-

Digitized by Google

comotive Engineers, and the stock of the Complete Combustion Company is held principally by engineers, firemen, and wagemen in other departments of industry.

We have not the space to give a full description of the many valuable features of the process by which the Complete Combustion of fuel is secured, but a pamphlet before us gives to all who desire it, the fullest information, accompanied with drawings, which demonstrate the accuracy of every statement. Our examination of the pamphlet issued by the Company, satisfies us that Mr. Sawyer has solved a most difficult problem, and that his invention is destined to meet with universal approval.

The cost of fuel is becoming a question of such vast importance to large consumers of coal, that they stand ready to extend to any invention, which reduces the cost, a patient hearing and a fair trial, and Mr. Sawyer, by introducing a process whereby Complete Combustion, is secured, reduces the cost of fuel in proportion to the increase of combustion, and this saving it is asserted is equal to 25 per cent. We would advise all who are interested in the fuel question to obtain one of the Company's pamphlets, in which full information is given, and the question solved. This can be done by addressing J. H. Drummond, Jr., Esq., Clerk, 396 Congress Street, Portland, Maine.

CONSTITUTION—GENERAL LAWS.

We doubt, if those who have not had the experience, can readily appreciate the labor required of those whose duty it is made to formulate Constitutions and Laws for the government of a Brotherhood as large as that of Locomotive Firemen, or properly estimate the weight of responsibility which such a task imposes. In the first place the general welfare of the Order is to be considered, but the rights and privileges of individuals must be sacredly guarded. In pursuing the work checks and balances must be introduced, and throughout, the entire machinery equilibrium maintained. In the outset of such work, the great purposes in view must be clearly stated and limits sharply defined. To do this in the case of formulating a new Constitution and Code of Laws for the Grand and Subordinate Lodges of the Brotherhood of Locomotive Firemen, the work was outlined in the following

PREAMBLE:

"For the purpose of uniting Locomotive Firemen and elevating their social, moral and intellectual standing; and for the protection of their interests and the promotion of their general welfare, the Brotherhood of Locomotive Firemen has been organized. The interests of our members and their employers being identical, we recognize the necessity of co-operation, and it is the aim of the Brotherhood to cultivate a spirit of harmony between them upon a basis of mutual justice. Realizing the fact that our vocation involves ceaseless peril and that it is a duty we owe ourselves and our families to make suitable provisions against those disasters which almost daily overtake us on the rail, the necessity of protecting our interests as firemen, of extending to each other the hand of charity, and being sober, industrious, and honorable men, becomes self-evident; and hence the Brotherhood has adopted as its cardinal principles the motto:

PROTECTION, CHARITY, SOBRIETY AND INDUSTRY."

The general reader will at once comprehend by reading the foregoing preamble the great purposes the Brotherhood has in view, and the members of the Order, conning carefully its language, will be led to place a higher value upon the Constitution and Laws which are designed to give fundamental principles their largest possible power and efficiency. In the new motto of the Brotherhood, each word possesses a wealth of vitality, which will bear searching analysis, and indefinite elaboration, and it will be our pleasure, and we shall esteem it a duty in subsequent numbers of the MAGAZINE to devote special attention to our shibboleth the watchword of our Order. It will be seen, we think, that they bring the Brotherhood into intimate alliance with the best thought and purposes of the times, that they are refining and ennobling, and demand the unquestioned loyalty of the membership, and will receive the commendation of all men who have the welfare of society at heart.

Those who know say there was never before such a demand for freight cars. All the shops are full of orders, and yet the supply is largely below the demand. The 815,000 freight cars in the country are not enough, and still the cry is "rail roading don't pay." Take the water out of the business and pay dividends on fact instead of fiction and the cry will be changed.

Digitized by Google

PULLMAN.

The term "Pullman," has become at last the synonym of almost anything odious that heartless, crushing, degrading monopoly suggests to the minds of honorable men.

"Pullman" means "purple and fine linen, sumptuous living—silks, satins, diamonds, palaces, and a herd of cringing, fawning, lickspittles, who do the bidding of King Pullman, submit to kicks, cuffs, and such other degradations as are known and practiced in dominions of czar, sultan, shah, or khedive. In Pullman's realm, there is no independence for workingmen. The decrees of the ruler are as autocratic as are known in benighted lands where men prostrate themselves, then heralds shout, "The King is Coming."

King Pullman owns towns, he owns houses, highways, parks, ponds, churches, school houses, rinks; he has under his sway morals, education, religion and amusements: he is all powerful in his little seven by nine territory up in Illinois, the land of Lincoln and Douglass. Talk about dukedoms and earldoms, and principalities, Pullman, the carbuilder, whose real name is as wide as sleep, and whose palace cars outnumber all the equipages of all the potentates of Europe and Asia combined, to say nothing of American codfish, coal oil and bucket shop snobs, whose appearance excite ineffable contempt. We say Pullman, the palace car nabob, enjoys a dictatorial power, which lays them all in the shade.

But it is not so much of Pullman in his little principality in northern Illinois that we write, or care, as it is of Pullman, on all the iron highways of the country. Highways chartered by states and built with money of the people, and supported by the money of the people, and protected by the laws enacted by the people. It is on these public highways where Pullmanism reaches the extreme limit of all that is infamous in the industrial enterprises of the country.

The Pullman "sleepers" have conductors and porters. These men, half paid, are subjected to ceaseless surveillance. Spotters are forever on their track, and it is charged that porters and conductors combine, to filch in some way from passengers, enough to make up the difference between fair wages and starvation pay which Pullman allows his overworked men.

The New York Times, in a recent issue, exposes the unspeakable infamy of the Pullman policy by which he increases his wealth, regardless of right and justice, and in a way the legitimate fruits of which are fraud and wide spread demoralization.

The article referred to, based upon information from one who knows, bristles all through and all over with such atrocities as must excite universal indignation. Men are overworked and underpaid. Pullman, the conscienceless employer, by his policy, says in effect, "I know I am an unjust man, I am pursuing a course well calculated to make my employes thieves, and to guard my coffers I will put *spotters*, always scoundrels upon their track. I will employ men innately villains, to watch men who in my employment and by virtue of their meanness, are liable to become thieves."

The public has a right to know all about the Pullman iniquities practiced on men who attend to the "sleepers." A conductor on a Pullman car receives $70 a month and pays 75 cents a day for his meals when on the road. He is requested to purchase not less than two full uniform suits a year at a cost of $44. On each train the conductor is held responsible for the three cars on his train and the porters under him. If the porters divide their "tips" with the conductors as waiters do with head-waiters in several New York restaurants, the company is presumed to know nothing of it. A conductor's salary is supposed to be sufficient for all his personal needs and his expenses in the service of the company. Allowing $20 a month for meals bought on the road, and $4 a month for his uniform, a conductor does well if he can get $50 a month for his family out of his salary. But owing to the system of inspection and fines to which the Pullman men must submit, the chances are that the conductor will not get anything like that sum The conductors and porters are under the constant surveillance of "spotters," as the train hands call them, or "special agents," as they call themselves and are called on the company's pay-roll, who report at division headquarters the slightest infringement on the rules of the company. As a

Digitized by Google

general thing, the Pullman conductor can no more tell a spotter from an ordinary passenger than the horse-car conductors in the city can single out the company spies who are sent around to see that they do not knock down on registered fares. Is it possible to conceive of a more humiliating position than that of a conductor or porter on a Pullman car? Everything is in the line of degradation. Suspicions of scoundrelism begin with the beginning and are never relaxed. To make matters still worse, to reduce pay, and increase temptations to steal, Pullman instructs his spotters to be ceaselessly on the alert for mistakes, called in all cases "misdemeanors." These can be multiplied at the will of the spotter, being himself a villain and ready and willing to lie to maintain his place since the more he can reduce the pay of conductors and porters, the better it is for him. "A conductor," says the Times article," considers himself lucky if he gets off with $6 in fines in ten months out of twelve. This makes a big hole in his salary. He has no chance to explain or to contradict the charges. The spotter is believed and the conductor must submit, or leave the service. In addition to this, says the Times, "on nearly any full train with three or more Pullman cars that run over the trunk lines between New York and Chicago a special detective is employed to watch for graver misdemeanors, which may be considered outside the bailiwick of spotters." Conductors handle some money and the detectives are on the alert to see that stealing does not occur, and if there is no theft perpetrated, a mistake answers the purpose, as, "if a conductor makes an error in his diagram, a thing likely to occur at any time when passengers are dissatisfied with berths selected and desire transfers, he is fined for it, and if the offense becomes too frequent he is liable to suspension." Such is the history of the Pullman reign on the road, and if anything can be brough to light more detestable, it has yet to occur. It is such detestable practices that breed the unrest and vindictive spirit abroad in the lands that furnish anarchists and socialists with the raw material for their diatribes against law and social order and keep alive the cry that there is an irrepressible conflict between capital and labor, when the conflict is between right and wrong. The press of the country, if true to its high privileges, will follow the lead of the New York Times and expose such hateful practices as are expressed by Pullman.

HON. SAMUEL SLOAN.

It would seem to the average student of events, that after more than fifty years of experience of real reading in the United States, that presidents, directors and managers of railroads would have found out the best way to conduct railroad affairs, but the facts do not warrant such a conclusion. While the rule is to the contrary, the exceptions are numerous, and often so conspicuous as to attract the attention of the whole country. Among these exceptions the case of the D. L. & W. Delaware, Lackawana and Western system under the control of Hon. Samuel Sloan, is notable.

It is one of the most popular systems of railroads in America. Its praise is in the mouths of not only stockholders and those who share richly in the dividends which it earns, but everybody along the line bears constant and unqualified testimony to the splendid management of the road.

The question is, "What is the secret of this success, of this widespread, good opinion? The question is easily answered. Mr. Sloan, who is the presiding genius of the system, is a man of immense capacity. He keeps his road in superb order. Everything is always "on time." Honest, generous, far-seeing and appreciative, he deals with his employes in a manful manner which entitles him to their highest respect, which he receives without stint. If damage to person or property occurs on his road, there is no vexatious litigation, the right is found by other processes than those known to courts, and payment is made, as a consequence it is said, there is not a farmer on the line of the D. L. & W. who would not go ten miles to prevent an accident on the road. Mr. Sloan has found out the secret of success, and we congratulate all who have dealings with his road and others, if they would profit by his example would find that friction, strikes, law suits and ill feeling would at once disappear from railroad affairs and troubles be reduced to the minimum.

Digitized by Google

LABOR AND STRIKES.

We have on our table a pamphlet of eighty-five pages, written by L. Genis, Esq., a native of Belgium, and a gentleman of education and research, who, after a residence of ten years in the United States, returns to his native land and, with an earnest desire to confer benefits upon his fellow countrymen, writes of the United States, its government institutions, people and industries in a way that convinces all who read his excellent production that he brings to his task, wide observation, scholarly attainments, a clear head and a purpose to deal fairly with all the subjects upon which he speaks. We have derived much pleasure from the perusal of Mr. Genis' book and take much pleasure in reproducing the following extended criticism which appeared in the Terre Haute Gazette, viz:

"This book, 'LABOR AND STRIKES,' octavo in form, and containing 85 pages, by Mr. Louis Genis, our former townsman, is taken from the Revue de Belgique and issued from the publishing house of C. Meequardt, of Brussels.

"The first thing that occurs to the reader is the fact that a residence 'during nearly ten years passed in the United States,' and the consequent familiarity with the English language, has a decided effect upon the author's style and construction. This is forcibly illustrated by comparing the text with the quotation from the speech of M. Waldsck Bousseau, found on the 6th and 7th pages of Mr. Genis' book. It will be a pleasure for Mr. Genis' numerous friends in this country to hear what he has to say concerning his long sojourn among us: 'It is frequently remarked that few Europeans, who have once lived for some years in the United States, ever desire to return permanently to their own country. There is a sort of fascination for America, which irresistably takes hold of those who have experienced for a sufficient length of time American life. The transformation of the ideas and inclinations, the results of early education, are made by slow degrees, however, and are as we will see later, like the development of the democratic and republication institutions of America, the slow but natural development of peculiar circumstances.'

"Mr. Genis divides his work in three parts 'I. Institutions and Education. II. Statistics of Labor, and III. Labor Organizations and Strikes."

"In his first division the author gives a most comprehensive and interesting and in the main unpredjudiced epitome of the political history of the colonies, and the organization of the Federal Government. Every page exhibits the result of great and discriminating research, and Mr. Genis' friends will wonder when, with his constant attention he had time to accumulate so much knowledge upon this subject. Indeed, this part of his work would form a most valuable hand-book of reference, for families and schools. We are particularly impressed with his correct analysis of the causes which led to the establishment of this Republic, of the principles which were at work from the commencement of colonial life, and of their natural moderate and harmonious development. Mr. Genis' investigations by no means end with the formation of the Government, but are continued with great sagacity and laborious research down to the year of grace.

* * * * * * *

The second part of the book is occupied, as its title indicates, with 'Labor Statistics.' The same admirable facility for the presentation of facts which marked the first division is here particularly discernable. He advances at once into the foremost rank of statisticians and his classifications, production of averages, and careful conclusions, make his work not only of great interest, but also of great value. He treats of Occupations, Population, Agriculture, Industries, Industrial Establishments, the production of Iron and Steel and Glass, Mines, Industries, and etc., and concludes this section by a resume of the laws concerning labor and the legislation in a number of states on that subject.

"The last section—Part III—has for its subject, as stated above, 'Societies of Working Men' and 'Strikes.' In the preceding division of his work the author has, as he says, 'examined the political, intellectual and material condition of the people of the United States.' He introduces his subject, the discussion of the various associations of working men, with a comprehensive statement of the system of education in this country, saying something in this connection of the legal status of religious bodies. The author highly commends the facility with which property can be transferred and the fact that so many workingmen own their own houses. A comparative table of wages in this country and Belgium is of much importance. The cost of living, also, is noticed. Thus prefaced, the value of his remarks concerning the subject particularly treated, is at once recognized. Mr. Genis acknowledges his indebtedness for material in this department, among others, to MR. EUGENE DEBS, of this city.

"In discussing the 'general organization of Societies he speaks of a subject well known to our citizens, and makes frequent quotations from the different labor societies. The 'Knights of Labor,' 'Brotherhood of Locomotive Firemen,' 'Brotherhood of Railroad Brakemen,' 'Fraternities des Serre-

Digitized by Google

freins,' and other societies afford him much material in their rules and regulations.

"With a dissertation on 'Disputes and Strikes,' the very able and scientific production of Mr. Genis concludes. The work was intended for the information and instruction upon the subjects discussed of Europeans and, of course, especially for his Belgian countrymen. A similar work, the author states, concerning England, has already been published, and 'aune vaste enquete sur la crise ouzries a ete faite en France." The topic is one of supreme importance not only in this country, but also in Europe. We most sincerely hope that at least the concluding portion of Mr. Genis' work will be translated and widely circulated among the different labor organizations of our country, for while favoring them in the main, they contain many wholesome, and in the opinion of the writer of this review, numerous essential truths which could not fail to be of benefit. We wish we had the space, already too far extended, to make quotations to show how thoroughly the author comprehends his subject. We must limit ourselves, however, to his concluding paragraph: 'Finally, we recommend working men to adopt the motto of the Brotherhood of Locomotive Firemen—'Mutual Protection, Sobriety and Industry,' adding thereto 'Instruction and Education.'"

Unfortunately for the general reader the book is in the French language, but we express the hope that it will be translated into English and have a wide circulation. It is always a source of satisfaction to know what strangers, sojourning in our midst for a number of years, think of us Yankees, and in this instance, knowing Mr. Genis personally, and having formed a high estimate of his superior abilities, his inflexible integrity and uniform candor, we should, were his opinons expressed in English, regard it as a duty to recommend it to our Brotherhood Firemen to whom he makes special reference, as also to all wage men.

•

Mr. L. Genis, late Receiver and General Manager of the Illinois Midland Railway, upon his return to Belgium, his native country, recommended to the workingmen of that country the adoption of the motto of the Brotherhood of Locomotive Firemen—"Benevolence, Sobriety and Industry." Elsewhere we present an extended notice of the book published by Mr. Genis, which we commend to the careful attention of our readers.

THE CHICAGO ANARCHISTS.

The trial of the Chicago anarchists created throughout the country the most profound attention. Chicago, more than New York or any other great American city, had been for a number of years the converging center for a set of restless and reckless spirits, under various names—"Anarchists," "Socialists," etc.—and their immunity from arrest or interference of any kind had emboldened them in the use of language in their papers, and public harangues, which indicated a disregard for law and order, and America, with her boasted liberty, free schools, manhood suffrage, freedom of speech and freedom of press, became as odious in the eyes of anarchists as Russia, Turkey, or any other despot-cursed country under heaven.

These anarchists saw nothing, or little, in American institutions worthy of favorable consideration, saturated with ideas born of European methods of government, they assumed that every wrong perpetrated by individuals or corporations against the rights and interests of workingmen was fundamental, rather than superficial; that is to say that such wrongs are inherent in the principles upon which the government was founded, rather than innovations, at war with its spirit, and hence they sought to inculcate by speech and press, opposition to institutions, which, by their liberality, permitted them to openly and defiantly antagonize them.

It is by no means surprising that men holding such views of government should attract to themselves an exceedingly dangerous element, men whose passions, the outgrowth of ignorance, make them mad and blind, and who, with or without provocation, resort to murderous methods to accomplish their own, and the ruin of their associates.

It must be remembered, in this connection, that FREE SPEECH and FREE PRESS are the twin glories of the American government. Strike them down, throttle them, murder them in court or on the battle field, and no matter by what captivating name the government is known, it is a despotism nevertheless, as odious and as infamous as was ever known on the earth, since the devil, serpent or Satan transformed Eden into a thorn-bearing wilderness.

Digitized by Google

But free speech and a free press do not mean unlicensed devilishness, and on very many occasions the courts have been required to draw the line between license and licentiousness. Such cases, however, in this country, have related to the rights of individuals, communities, states, and the federal government, have seldom been involved, and never, we think, in time of peace.

The Chicago trial of the anarchists forms an exception, though in that trial there was a blending of charges of actual felony with the menace of social safety, and the condemnation to death is the first instance in the criminal records of the country when a jury adjudged that free speech could be carried to such excess as to make the death penalty a requirement, and justifiable by the laws of the land.

Judge Gary, in his sentence condemning the anarchists to be hung, said: "*It is nowhere asserted or claimed that these prisoners threw the bomb, but that their doctrines, ideas, opinions and teachings prepared the way and led to the throwing of the bomb.*"

We have italicized the extraordinary words of Judge Gary, because, since the prisoners did not throw the bomb which did the killing, they are to be hung for the expresson of opinions which led to the murder. These prisoners did inveigh against the government, against the laws, against the policy and practice of corporations and monopolists, and the loose and often shameful administration of the laws. They saw, or thought they saw, monstrous wrongs which enslaved some while they enriched others. They saw rich criminals go unwhipped of justice, because they could, by the use of money or social influence, transform courts into tribunals, in which technicalities had the consideration and force of letter and spirit of the law, and under cover of which they escaped the penalties due their crimes, while the poor wretch, without money or friends, was made to suffer.

The righteous denunciations of such things has not been confined to Chicago anarchists, the stump, the rostrum, the forum and the press, has ceaselessly arraigned legislatures, congresses, and political parties as being parties to such flagitious practices as being venal and corrupt to the core. The press, and men of high repute, have declared that cities, where the people's representatives meet to enact laws are little less than Sodams, and that the institutions of the country were in peril of being overthrown by corruption in high places.

Anarchists, whether foreigners or native born, have had ten thousand texts, glowing with denunciations of parties and the government, of "doctrines, ideas, opinions and teachings" well calculated to breed anarchists, but whoever thought of arresting the authors of such opinions, ideas and teachings, of trying them and condemning them to be imprisoned or hung, because of their insane and incendiary utterings"

The language of Judge Gary, in sentencing the Chicago anarchists, is startling. It rings like an alarm bell. He said it was "nowhere asserted or claimed" that the anarchists "threw the bombs." They were not on trial for killing. They had committed no murderous act, but had proclaimed "doctrines, ideas, opinions and teachings" which "prepared the way and led to the throwing of the bombs," and for this exercise of free speech, carried to dangerous courts, they are condemned as worthy of death.

With such a decision, unrevoked, what is the situation? What is the status of free men? What are the privileges of the press?

A moment's reflection leaves the mind overwhelmed in confusion.

The verdict of the Chicago jury and the language of Judge Gary effectually obliterates the line separating language and overt acts; that is to say, a word is equal to a blow or a bomb, not a word in itself felonious, but a word, an "opinion," an "idea," a doctrine," a "teaching," which prepares "the way" for the overt act.

There have been strikes which were the direct outgrowth of "doctrines, ideas, opinions and teachings," and in numerous instances these strikes have resulted in various grades of felony. The Chicago verdict and the language of Judge Gary does not distinguish between the men who committed the felony and those who harangued the people against chronic and flagrant wrongs. On the contrary, for the first time in American jurisprudence the astounding declaration is made that a difference does not exist. "It is no-

Digitized by Google

where claimed," said Judge Gary, "that these prisoners threw the bomb." It was not claimed, it was not asserted, it was not proven, that they threw the bomb, but that they had expressed doctrines, opinions and ideas which led to the throwing of the bomb. Let this verdict stand, let it become the practice of the courts, let it have popular approval, let it go unrevoked, and free speech is as dead in America as it is in Russia, and a free press becomes a haggard aggravating misnomer, as treacherous as a mirage or an ignia fatuas—dead sea fruit—which tempts but to deceive, and once endorsed, the pillars of our boasted temple of liberty disappear as if by a decree of Jehovah.

In this age it will not do to hang men for their doctrines, ideas, opinions and teachings, however dangerous they may be or may appear to be, and a moment's reflection will, we think, convince rational men that the proposition is impregnable against attack, no matter from what quarter it may come.

We are by no means opposed to laws which punish men for the abuse of free speech. We are not in favor of mobs, mob rule or mob law. We are unalterably opposed to the teachings of anarchists—the bomb, the torch, the using of the weapons of assassins—but we would guard with ceaseless vigilance free speech and a free press, and could we speak with the tongne of an angel, we would not condemn a man to death for inveighing the wrongs which have crept into American methods of government. In other words, if there is no law for hanging men for holding opinions, ideas, doctrines, and for teachings, we would not hang them for such things; and if an attempt were made to enact such a law we would oppose it with all the power of mind we could command. With such a law upon the statute books, the world would begin a retrograde movement, and despotism worse than anarchy, would be reinstated.

If anarchists threaten the peace of society, we would restrain them, if they commit murder we would hang them. But the bare mention that teaching certain doctrines, or holding to certain opinions of government, we care not how monstrous, are worthy of the death penalty, if it does not thrill the American mind with alarm, then it must be confessed that the American mind has reached a point on the road to despotism far more alarming than any of the insane harangues made by the Chicago cranks.

Nothing was ever gained in the way of suppressing ideas and opinions by hanging or burning men for ideas and opinions. Ideas and opinions escape the death penalty, the haltar, the faggot and the wheel.

KNIGHTS OF CAPITAL.

It has been reported that Mr. Jay Gould proposes the organization of an association, to be known as the "Knights of Capital." We had supposed that in the Bankers' Association capitalists had found an organization upon which they could rely in all times of emergency, but it seems that Mr. Gould is of the opinion that the Bankers' Association, notwithstanding it represents the enormous sum total of more than $700,000,000 of capital stock, and nearly $2,000,000,000 in deposits, is not just the thing to afford all needed security to capital, and hence an association known as the "Knights of Capital" is suggested. The special mission of the "Knights of Capital," as we understand it, is to "defend the rights of property." It is an entirely rational assumption that since Mr. Gould is the chief mover in the organization of the "Knights of Capital," he sees, or thinks he sees, a time, not distant, when in this country property will be in danger, and when it will be of great service to have an organization thoroughly equipped to rescue property from peril. Mr. Gould, even now, before the constitution of his country is a hundred years old, is profoundly impressed with the idea that property is in danger, and that such an organization as the "Knights of Capital" has become an imperative requirement. Manifestly, Mr. Gould believes that railroad property is in danger, and, having large interests in such property, his "Knights of Capital" movement finds easy explanation.

The investment in railroad property in the United States is set down at $6,000,000,000. This, if there are 125,000 miles of track, would be at the rate of $48,000 per mile. But it is held that at least one-half of this vast sum total is water, fictitious capital, which has no existence in fact, but upon which, under the laws, as they stand, the

Digitized by Google

people are required to pay dividends. It is not believed by anyone capable of entertaining a belief, that taxes are paid on $6,000,000,000 railroad property, nor one-third of that sum, but it is well known that railroad managers, to enable them to pay dividends, or what is the same thing, interest on their bonds, reduce the wages of workingmen, while officials are paid fabulous sums. Suppose an effort should be made to take the water out of Mr. Gould's property, and the property of any other corporation, who would be losers thereby? The state? The nation? The taxpayers? The workingmen? The men of business, who obey the laws and pay taxes upon all they are worth? Who has a conscience sufficiently fire proof to affirm that any injury would accrue in the directions named? On the contrary, who does not know if it were possible to tap these dropsical corporations and let the water-property out of them, that the whole country would be the gainer? Who does not know that the laws, and the rulings of the courts, by which water property exists and is protected, is one of the most stupendous indignities that ever disgraced any land or nation, since God said "Thou shalt not steal?" The time may come, the time ought to come, when the insufferable infamy of watered property—watered capital—should cease to be recognized in the United States. Such property is piracy; it is robbery—a crime and a stigma. It makes our boasted civilization, our vaunted christianity a hissing and a by-word. It demoralizes, it corrupts, it undermines the foundations of justice. It is a colossal lie. It breeds perjury, and is bearing fruits inimical to public order. It is a weapon in the hands of anarchists. Its effects are evil, and that continually. But this watered stock property is by no means the only method by which property piracy is conducted in this enlightened land, with more law to the square foot than can be found elsewhere in the world.

Emboldened by judicial lukewarmness, by such aids as wealthy villainy can command, men go upon the public domain and seize upon the lands by millions of acres and fence it in with barbed wire, claim it absolutely, and this is done, not only by native thieves, but foreigners, observing the ease with which such crimes are consummated, rush upon our fertile acres and join in the barbed wire grab. The facts almost stagger belief, but they are stated in the proceedings of congress, where an effort is being made to checkmate these land pirates. Hon. Lewis E. Payson, of Illinois, in a speech delivered in congress last June, refers to this land piracy business as follows:

Among the cases specially reported in Nebraska, are those of the Arkansas Valley Cattle company, in Colorado, whose inclosures embrace upward of 1,000,000 acres: the Prairie Cattle company (Scotch), in Colorado, upward of 1,000,000 acres: H. H. Metcalf, River Bend, Colorado, 200,000 acres: John W. Prowers, Colorado, 200,000 acres: McDaniel & Davis, Colorado, 75,000 acres; Routchler & Lamb, Colorado, 40,000 acres: J. W. Frank, Colorado, 40,000 acres: Garnett & Langford, Colorado, 30,000 acres; E. C. Tane, Colorado, 50,000 acres; Leivesy Brothers, Colorado, 150,000 acres: Vrooman & McFife, Colorado, 50,000 acres; Bealty Brothers, Colorado, 40,000 acres: Chick, Brown & Co. Colorado, 30,000 acres; Reynolds Cattle company, Colorado, 50,000 acres: several other cases in Colorado embracing from 10,000 to 30,000 acres; Coe & Carter, Nebraska, 50 miles of fence: J. W. Wilson, Nebraska, 40 miles of fence: J. W. Bosler, 20 miles: William Humphrey, Nevada, 30 miles; Nelson & Son, Nevada, 22 miles: Kennebeck Ranch, Nebraska, from 20,000 to 50,000 acres. In Kansas entire counties are reported as fenced. In Wyoming 125 large cattle companies reported having fencing on the public lands. Among the companies and persons reported as having "immense" or "very large" areas inclosed, but specific quantities not mentioned, are the Dubuque, Cimmaron, and Renello Cattle companies, of New Mexico; the Carlisle Cattle company (English), in Colorado; the Marquis de Morales, in Dakota; the Wyoming Cattle company (Scotch), in Wyoming: the Rankin Live Stock company, in Nebraska. Several companies and persons in Montana and elsewhere are mentioned as having inclosures with no date as to areas. A large number of cases in the several states and territories west of the one hundredth meridian are reported where the inclosures range from 1,000 to 25,000 acres and upward.

The foregoing is given mainly as a specimen of what has been done in the way of open, above board daylight stealing of land. It is worse than watering property, since those who engage in that sort of knavery, seldom inject more than 50 per cent. of water, while these land thieves invest nothing but brass and cussedness. The reader will call to mind the late David Davis, eminent in the walks of private and public life. A man who had held exalted public stations, and who, when he died, the nation paid him the lofty tribute of proclaiming him incorruptible—an honest man. To show that we are com-

Digitized by Google

menting upon real conditions, we reproduce a letter of Judge Davis, written to the commissioner of the General Land office as late as April last, in which he urges upon that official the importance of hunting down the rascals who have been engaged in stealing land. Here is the letter:

BLOOMINGTON, ILL., April 16, 1886.

Dear General:

* * * * * * *

The great corporations and other monopolies have for many years been stretching out their strong and unscrupulous arms over the public lands remaining for enterprising and honest settlers. Millions of acres of this domain have been seized and stolen, and I have to say this robbery could not have succeeded without the collusion and co-operation of agents employed to protect the interests of the people.

Astounding frauds have been perpetrated and are coming to light, proving how vast and how reckless this organized plunder has been.

Thousands of laboring men with their wives and children have been denied the chance to gain a livelihood by the power and greed of heartless and rich corporations. Immense combinations have been formed, including the ties of political and social life, for a common object—to break down all attempts at Washington to crush out a venal system which has flourished by departmental indifference or favor.

Whoever stands in the way of this selfish league must expect to be confronted with relentless hostility and bitter persecution.

He will be assailed with most formidable influences outside and inside the party to which he may be attached.

Corruptionists are not troubled with scruples. They use politics as the tools of a vile traffic, and shift from side to side as interest may be best served by convenient change. By means of wealth and association they can procure what would seem externally to be a good showing to help the worst cause.

Do not be deterred in your good work by malicious opposition or insidious injustice.

Be firm and temperate, and the country will sustain whatever is right.

Throttle land-grabbing corporations; punish fraud and protect the plain people, as Lincoln loved to call his chief support in time of peril and vexation.

Very truly,

DAVID DAVIS.

General W. A. J. SPARKS,
Washington, D. C.

Such is the picture of stupendous scoundrelism practiced by men, and strange to say, the militia are not called out to protect the rights of the people who have been robbed of more property than was ever sacrificed by all the strikes the country ever experienced.

In view of such facts, the question, "What are Mr. Gould's knights of capital organized for?" is in order. What honest property in in this country is assailed? We can readily conceive that an organization known as "knights of capital," (it matters little about names) could be made serviceable. With pockets full of cash they could influence legislation, bribe courts and juries, obtain laws which would make stealing a legitimate business, and stock watering a transaction which the courts would uphold—in this way, Mr. Gould's "knights of capital" could be made to "defend the rights of property"—and in such an organization we can conceive of no more worthy sir knight than Mr. Jay Gould himself, as a defender of the rights of property he has earned an imperishable fame. His connection with Fisk and the Erie company made him one of the most distinguished knights of capital this country has ever produced, and his operations in Union Pacific, Wabash and Missouri Pacific have only added to his renown. Between wreck and riot Mr. Gould has made a clean $100,000,000, and we surmise that his "Knights of Capital," when thoroughly organized, will perform feats in defending the rights of property, which will add a most interesting chapter to the financial history of the country.

In the meantime the workingmen of America, will advance by rapid strides in intelligence and will be better prepared to take a hand in defending the rights of property. They will revise legislation and enact new and wholesome laws. They will elect honest judges, and see to it that the laws are honestly executed. They will not object to sending a poor devil "over the road" for stealing a side of bacon, or a coat, and they will protest with an energy that will shake court houses like an earthquake, when a gilded scoundrel, who has stolen millions, is set free, or not molested at all. There is to be a new deal in the near future, and Jay Gould's "Knights of Capital" will not be able to resist the leveling up and leveling down process.

We have on our table the November number of the Switchman's Journal, published in Chicago, Ill., Messrs. Jos. L. Monaghan and John W. Drury editors. It is handsomely printed on good paper, and exhibits first-class mechanical work, always creditable to an organ of any class of workingmen.

But we are more interested in the utterances of the Switchman's Journal than in its mechanical appearance, and with great satisfaction bear testimony to the ability of its editorial department, and its comments upon the recent stock yard strike in Chicago, indicates a familiarity with the subject and a purpose to deal fairly with vexed questions.

We congratulate the Journal upon its appearance, its ability, and hope for it the largest measure of success.

Digitized by Google

A new railway, to run from Bristol, Tenn., to Big Stone, Gap, Va., a distance of eighty miles, will make a practical use of a natural tunnel which has been formed by the action of Stock creek, the largest fork of Clinch river, which extends in a slight curve 933 feet through the solid rock of a hill, with perpendicular sides, and 480 feet high at one entrance and 592 feet at the other. The spring of this spacious arch is from 100 to 110 feet above the floor, and the width is about 110 feet. Through this broad and roomy passage the waters of Stock creek flow in a gentle incline, occupying but a portion of the space, and so slight is the grade that the bed of the new road can be laid upon the rock floor with but little labor. The rock is a hard limestone, and countless ages must have passed before the waters of the creek burst through the adamantine barrier, and cut out a noble arch. Had it been necessary to tunnel through the mountain, the company must have spent at least $500,000. The utilization of such freaks of nature is indicative of the practical spirit of the age, which ultimately may make the mammoth caves of the world something more and better than mere curiosities.

The announcement is made that the death rate of England and Wales for 1885 is the smallest on record. The present population, says Dr. Meymott Tidy, may be set down at 24,000,000, with 30,000,000 acres of land under cultivation, or 125 acres per capita, but as statistics show an annual increase of population of 10,000, the outlook for bread is not assuring. In the reign of Henry VIII the population of England was 5,000,000, and in the early part of the reign of George III it was about 7,500,000. Now the population of the country is so large that England, left to her own resources, would be in a starving condition in six months. It may be, in view of such facts, that death rates are not sufficiently high to warrant rejoicings on the part of survivors.

Progress of Locomotive Building.

Philadelphia Ledger.

The Baldwin Locomotive Works recently completed and shipped engine numbered 8,000. The first locomotive built at these works was turned out in December, 1832, and it took 20 years—until November, 1852—to build 500 engines. The second 500 engines were built in 8 years, number 1,000 being finished in February, 1860. The next 6 years saw the third 500 built, number 1,500 leaving the shop in July, 1866. The fourth 500 were built in 3 years, by October 30, 1869: the fifth 500 in 2 years, and the sixth and seventh 500 each in 1 year, engine number 3,500 leaving November 20, 1873. Business then slackened, 3 years being required to build the next 500, and 2 years the following 500, engine number 4,500 leaving December 17, 1878. Then trade improved, 500 engines being built in 15 months, and 1,000 more engines in 22 months, while 500 more engines were finished in 10 months, number 6,500 leaving December 6, 1882, and marking a half century for the works. The next 8 months saw 500 more built, and before the close of 1884, number 7,500 was turned out. Work again slackened, and 19 months were required for the final 500 locomotives, number 8,000 having just left the establishment. It is noteworthy that one-half the whole number, and these by far the heaviest and most elaborate engines that have been built, were turned out within the last 10 years, the first 4,000 requiring 44 years to build.

MY DINNER PAIL.

There's a subject I will mention,
If you will give me your attention,
It is one of the necessities of life upon the rail;
Its contents we all cherish,
For without them we would perish.
In fact its nothing more than a fireman's dinner pail.

They are friends both tried and true,
Going out with me and you,
Both day and night, in snow or rainy weather;
They go with us to toil,
To win the bread and spoil,
That keep our soul and body close together.

And when we're tired and weary,
And the world seems bleak and dreary,
After toiling all the night upon the road;
All hungry cold and wet,
And eat the many good things from its load.

You will find them to the brim,
(By Loving hands put in,)
Filled with good things, to console the inner man;
From the wholesome bread and meat,
And perchance, a few things sweet,
To the highly flavored coffee in the can,

Then when our work is o'er,
And we need our friend no more,
We'll take it home and lay it on the shelf;
And when it gets its cleaning,
Its bright face will be beaming,
With the knowledge of the good its done yourself.

—MULLIGAN GUARDS.

Digitized by Google

For the Magazine:

Jack's Story.

When Engineer Clark arrived at the round-house the other morning, to go on his run west, he found the old "98" looking as bright as a school girl. The steam gauge registered 140 and the fireman, Jack Miller, giving her the last touches with waste and tripoli. Jack was generally a talkative young fellow, bright and cheerful, but on this particular morning he seemed to be plunged into the depths of thought. All his movements were slow and methodical, while a half-wistful, far-away look in his eyes, gave to his already grimy face, quite a spiritual expression. Clark wondered at this but said nothing until they pulled out of the yard and had left the town some miles behind them. The rail was good that morning, the engine steamed well, and as everything else combined to put Clark in a good humor, he felt it his duty to inquire into the cause of the fireman's thoughtfulness.

He said: "What's the matter, Jack, sick?"

"No-o;" said Jack, and relapsed into silence.

"Any trouble about your board bill?"

"No-o;" said Jack again.

"Your girl gone back on you?"

"No-o; well, not exactly."

"Here;" said Clark, drawing his pipe from his pocket, "this is interesting; can't you tell a man what's eatin you?"

"Why yes, as far as that's concerned; do you want to know?"

"Do I? I wouldn't be asking if I didn't; go on, give us the yarn."

"Well, it happened this way: Last night I went to see my girl —"

"I knew it," broke in the engineer, drawing a match across his overalls; "she shook you."

"Well, if you'r tellin' this story go ahead;" and Miller grew sulky, but nothing could ruffle the right hand man's temper.

"All right, Jack, all right, I'm mum; but go on; tell it your own way if you want to"

The fireman thawed.

"You must think I'm off my base," he said, "but if you had gone through what I have, you would be rattled too. As I was sayin'; I went to see my girl the other night. The moon was shinin' bright when I started for home. I was late leavin' her house, and just as I was gettin' my runnin' orders at the door, her old man came around the corner right on my time. He carried signals for the dog—a bullfoundland that was follerin' him light. I concluded it was better to run wild and started for the main line. Just as I got to the gate he struck me and very near knocked the 'hind trucks from under my tank, but I was makin' purty good time and nothin' was broke much. His air stuck on him and he side-tracked for the dog. You know there's a grade just this side of the house. I threw her wide open, gave her sand took a run for it—you bet I flew, so did the dog. He ain't very big, but he carries an eighteen-inch cylinder and has about a ten-foot stroke, I guess, from the way he walked along. He coupled onto me just as I struck the grade. Say did you ever double-head a bull-dog over a hill? Never did? Well, if you want speed just try it once, its worse than buckin' snow, by a good deal. We made the best time on record over that hill. I guess the dispatcher made a break some where, 'cause when we got to the summit, I saw a fellow comin' up the other side. My heart was in my throat. I got rattled, tried to whistle him down, it was no use. Before you could say Jack Robinson, bang! We went into each other; both of us left the track, so did the dog, and in the excitement he got kinder muddled and wanted to double-head the other fellow back. I didn't kick about it, if I was runnin' on one side, and it didn't take a derrick to put me on the rail again either. I got there somehow, and managed to make the next station, though I come in awful slow; guess I will have to go in the shop for repairs."

"Was you hurt much?" Asked the right-hand man as he put on the injector.

"Hurt much!" said Miller; "You ought to see my casuality. Hurt much! Well, I should smile—frame sprung, cylinder gone, smoker arch broken, flues leakin', headlight smashed, cab gone. Hurt much! what are you given us," and with a disgusted look, Jack grasped the coal-pick and swung it savagely. Maybe he was thinking of the bulldog.

[CLEL RYDER.

A combined steel tie, rail fastening, and lock joint has been patented by Messrs. Theodore L. Mumford and Hugh Moore, of Mauch Chunk, Pa. Combined with a tie having stationary jaws and apertures, and the rails, are lever clamps inserted in the apertures, and held on the rail flanges by nuts, holding the rails securely in place, and permitting the making of the middle parts of the ties narrower than the end parts.

A railway signal has been patented by Mr. Pierson J. Wicks, of Greenpoint, N. Y. It consists of a contact wheel attached to the locomotive, an alarm in the cab electrically connected with the tires of the contact wheel, and a switch between the electrical connections of the alarm and the contact wheel, with other novel features, for automatically sounding a bell in the cab of a locomotive as soon as two or more trains are on adjoining sections or at a crossing.

Digitized by Google

MECHANICAL DEPARTMENT

MR. EDITOR:—The December Magazine is at hand, and I am pleased to find that the Mechanical Department has not lost its interest to our members, but that we hear from a number of correspondents again in regard to both new and previously discussed points. Mr. Lockwood has again given us an illustrated article on road-beds, and extracts from reports on "the hammer blow," but while the former article on road-beds is clear and easily understood, it is not quite so easy to get the meaning of the report, except that the scientific committee who made the report, are yet in doubt about the matter, and desire an application of $6,000 to construct a special dynomoter to demonstrate this mooted point. Until this is done, we cannot have any reliable data on which to base any calculations in regard to "the hammer blows," and we must therefore wait with all due patience a while longer.

Perhaps a feature of our Mechanical Department, which should please our mechanical contributors, is the fact that other mechanical periodicals seem to take a lively interest in these columns, quote from them for the interest and benefit of their readers, and answer some of the queries presented. It is a good indication to find the leading mechanical paper of the country, the American Machinist, devoting a considerable space to the consideration of these questions by locomotive firemen. It is certainly encouraging, and it is to be hoped that our members will continue to write and ask their questions, as it seems others stand ready to help us solve them, if we are not able to do so unaided. So, please do not be backward, "Jim Crow," but let them come thick and fast, and "more to follow," for in that way only can we improve our talents, and fit ourselves to be masters of our calling. Anyone who does not ask questions from fear of showing ignorance is very likely to remain ignorant all his life, but one who will ask can ever be learning something new each day.

I am glad that the Machinist has thus early taken hold of the query I stated in the last Magazine, in regard to the amount of pressure, which the water entering a boiler has to overcome. The answer given confirms my opinion that the amount of pressure on each square inch of the valve is the same as the pressure on the boiler, with the weight of an inch square columns of water reaching from the opening to the surface of the water, and the difference between the weight of the the valve per square inch and the weight of a square inch column of water of the same height as the check added to the steam pressure.

In regard to that piece of valve making that extraordinary journey from one steam chest to the other, let me say to the Machinist and to Piston that it is *a fact*, marvelous as it appears. This department was instituted to discuss facts only as I understand it, and I do not intend to deviate from this, my idea of a Mechanical Department. I cannot give the amount of the clearance of the piston, but I have at different times had occasion to mark the amount of suction developed by a reversed locomotive. Having occasion to pump up a locomotive which was getting low in steam and water, I took her on a side track and gave her a good "send-off" to the other end of the siding. On getting near the other end, I reversed her and opened throttle and found that she would compress the air, and force it in with every stroke of the piston and add to the pressure from 20 to 30 pounds each time. This would be enough to start the locomotive the other way and be just that much steam saved. In this way I have succeeded in pumping several gauges of water into a boiler without losing all the steam, even when it did not have over 70 or 80 pounds to start with.

The space of this department of our magazine should not be given to anything but truths in connection with mechanics, and such dubious electric stories as appeared in the December number should be excluded, for they create a feeling of distrust in the mind of the reader, until it reaches such a point that he doubts everything, and instead of interest it creates a feeling of disgust. Some time ago considerable interest was taken in the mechanical correspondence of a similar publication. An engineer in one of the Eastern States, gave his experience with a frozen steam-gauge pipe in one of the numbers, and having had a like experience, I gave mine in a subsequent number, but to my utter disgust, there were printed in the same number two letters, evidently written with a view of ridiculing the frozen gauge pipe story by relating how one man in "bucking" snow, stove it in the front end and repaired it with boards bolted on. While doing this he asserted that he kept steam passing through the cylinder to keep it from freezing, and yet he asserted that the steam pipe in front end was frozen shut. The other one "stalled" on the hill, and could get no further on account of a pile of frozen exhausts, reaching from the ground to the top of the stack. O, shades of Munchhausen, save us from such help as that! As a result, we find that no mechanical queries or correspondence of any account has appeared in the pages of that publication since that time, nor is it likely that there ever will, for all interest seems to have been most effectually destroyed. Therefore let us profit by this experience and ever stick to the truth and believe that others are doing the same, unless we have positive proof that their statements

Digitized by Google

are false, then "let us go for them" and set them right.

"Tattler has about the same idea in regard to moving a locomotive with eccentrics on front axle, and the connecting rods down, as I have expressed in the December number, so I suppose we need not go over that point again.

"Wheelbarrow" has a good answer for a year old fireman to the query presented by "S" in regard to the motion of the front and the back end of main rod, and it is certainly right for the reasons given, which, although expressed in different figures, fully coincide with the figures I have used in answering the same query.

"East Line" wants to know why the drivers would come toward you if you pulled on a rope attached to a pin on the bottom quarter. The scientific reason would be because the power applied is sufficient to overcome the inertia of the matter and thus produces motion in the direction of the applied power. As I stated before, when the wheels are at rest it is surely only a matter of more or less power to make them roll toward you. The point of contact on the rail is for the time the fulcrum of a lever, the weight forms the resistance, and the rope is a means by which the power of the man is applied. It is a well known fact that the longer the lever the less power will be required to move any given body, even so with these wheels. If the rope were tied to the top of the wheel, and pulled, the wheel would come in the direction of the pull, with the exertion of less power than would be required if it were attached to the pin on the top quarter. And in like manner would it take less power on the top quarter or on the axle than it would on the bottom quarter, but the motion would in each case be in the same direction (that is toward you, if the rope is pulled) the only difference being in the amount of power needed to produce motion. I hope "East Line" will consider this explicit enough for his purpose, and will proceed to the next point he wishes to make, for I feel assured he has one in reserve in this matter.

"Piston" is on hand again with answers and queries, and thanks for explanation of piston travel, which he says meet his views.

He says the difference in steaming in locomotives depends on the state of the atmosphere. While the condition of the air has some effect, it is not accountable for the vast difference experienced in actual practice but a great part of it must be charged to the management of the water supply, but as this subject needs more time and space than I can expect to have in this number, we will postpone it to some future time. One point only let us notice. "Why is water forced into the boiler below the water line?" My answer is: Because it would saturate the steam with water, and, by suction, a great deal of the water would go with the steam if the water were forced into the steam-space, and not because it has less pressure to contend against while introduced below the water line, as will be seen by extracts from Machinist, in the December number.

VULCAN.

OIL CITY, PA,. Dec. 6, 1886.

MR. EDITOR—In reviewing some of the back numbers of the Magazine, I notice the following from "Crank:" "How many times does the crank-pin revolve in one revolution of the driver?" He, I understand, asks the question in another manner, "i e," supposing the pin to be stationary in the rod and loose in the wheel, how many revolutions will it make in one revolution of the driver? I will say it can only make one, as the pin is stationary in the wheel, and cannot move faster than the driver. To prove this, let him place a mark on the pin opposite a spoke in the driver, and he will find in one revolution the marks are opposite on their return to the starting point.

Same number "Steam Gauge" asks if an engine should break a front cylinder-head could the go-ahead eccentric on the same side be slipped so as to make the valve keep the forward steam port closed? If so, in what position must the eccentric be to work successfully? My idea is that it would not work successfully, as steam cannot be used; therefore the travel of the valve and piston would result in great injury to the valve, valve seat and cylinder.

In reply to "Throttle Gland's" question, same number, I will say, yes; the valve and eccentric being connected indirectly, it would make no difference on which axle the eccentric is placed.

As to "East Line's" question, August number, will say the wheels would not move in either direction, as the flange would not permit them to move to or from the rail.

How many pounds of water will one pound of coal (best quality) evaporate?

PISTON.

A frogless switch has been patented by Mr. Abraham Culp, of Mount Carmel, Pa. It is so made that the strain incident to the shifting of the switching rail is distributed throughout the length of the rail, instead of falling, as usual, upon one point, and thereby causing a bending of the rail.

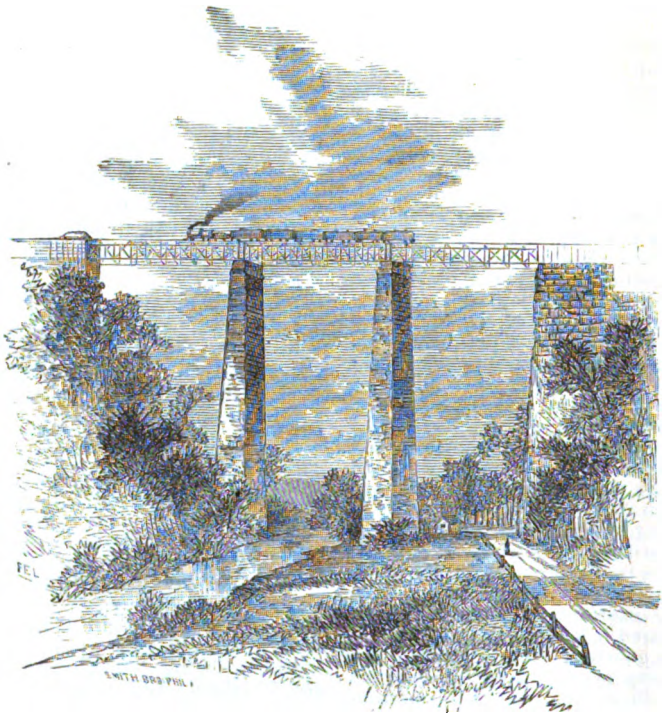
A railroad rail joint has been patented by Mr. Thomas A. Davies, of New York City. This invention provides rail joints constructed in such manner that the amount of bearing surface in contact will be unaffected by the setting up of the fish plates, the upper bearing surfaces of which will always rest tightly against the corresponding bearing surfaces of the rail.

Digitized by Google

Road-bed and Bridges.

MESSRS. EDITORS.—In theDecember number of the Magazine I wrote on the question of the road-bed, and promised a reference to bridges in the next number.

The illustration with this article shows an iron bridge upon the line of the West Chester & Philadelphia Railroad, via. Media, which is now a part of the Pennsylvania system. This bridge is one of a series upon



the line of that road, none of which are less than 42 feet above the stream, this one being 110 feet elevation.

In the annual report of the W. C. & P. Company for 1865, page 2, will be found this paragraph:

"The company are obliged to incur a series of very heavy expenses in the renewal of their bridges, as is probably well known to you, makes a heavy drain upon the receipts. It is proposed during the present year to renew at least Crum Creek and Mayland Creek bridges (the latter with an iron structure), leaving only to be replaced the bridges over Cobb's and Ridley Creeks, which the managers think can be accomplished in the year 1867, at the farthest. It has been their view, so far as they have gone, to do this work in such a manner that it shall not require repetition within the next twenty or twenty-five years, and they think that the new bridge over Darby Creek will bear witness to this effort. The total expenditures for the renewals within the next two years will probably not fall short of one hundred thonsand dollars ($100,000)."

In the annual report of 1877 we find the following:

"The ordinary expenses for the year have been reduced, while the extraordinary ones have been much larger than usual, owing partly to the unexpected giving out of the wooden bridge over Ridley Creek, requiring a new structure to be placed there."

"This has been done by erecting in its place a substantial iron bridge of the most approved plan, capable of resisting many times the strain that will be brought upon it by our trains."

My comment on this is that this company has put a limitation on the lifetime of iron bridges "at twenty or twenty-five years;" also, that there are "extraordinary expenses" and "unexpected giving-outs." In this connection I mention the fact that the Ashtabula bridge carried for eleven (11) years the enormous tonnage of the Lake Shore Road, and perished in an instant, carrying down with it to destruction the lives of two hundred human beings. Then came the Tay bridge disaster, with a lifetime of only fifteen (15) months, carrying

Digitized by Google

down with it three hundred human beings, without a single soul left to tell the tale.

The Philadelphia Press, of September 14, 1882, says: "In 1881 there were forty-four failures of railway bridges and trestles."

There are two especially sad incidents connected with the Ashtabula bridge disaster. It wil be remembered that Mr. Charles Collins, the chief engineer of that road, was so prostrated from the shock, and the reflections upon his engineering abilities, that he committed suicide at Cleveland, Ohio, immediately after the accident; and the beautiful monument erected to his memory by his wife, in Ashtabula cemetery, overlooks the mound appropriated by the Cemetery Company, which now holds the remains of 133 human beings whose death was caused by that disaster.

On the evening of May 12, 1883, I spoke, at the request of the Engineering Association of the Ohio State University. upon this subject, under the general heading of "The Adaptation of the Locomotive to Safe High Speed Travel," and under three special headings, as follows: First, "The Magnitude of the Interests Involved in the Subject Matter under Consideration." Second, "The Mechanical Defects of the Standard Type of Locomotive, and the Effect Produced thereby." Third, "The Remedy for These Defects, as Demonstrated in the Shaw Locomotive."

While speaking and endeavoring to show what might have been the cause of the Ashtabula accident, Mr. Amasa Stone, the engineer who constructed that bridge, also committed suicide at Cleveland, Ohio, as it is believed from a like cause, and this is confirmed by the following letter, which has never heretofore, to my knowledge, been published. While investigating this subject I wrote Mr. Stone on the 11th of September, 1882, inquiring the weight of the two engines, Columbia and Socrates, that were in that accident, and received the following reply:

ROOM 1. CUSHING'S BLOCK,
CLEVELAND, OHIO, Sept. 16, 1882.

Wm. E. Lockwood, Esq:

DEAR SIR—Your favor of the 11th reached me on my return from a few days' absence. The engines Columbia and Socrates that you refer to were of the ordinary pattern of outside cylinder engines and weighed from 70,000 to 75,000 lbs. each. The bridge you refer to had done good service for eleven or twelve years, had frequently on it nearly double the load it went down under (a train on each track). My conscience is clear as to having done an improper thing.

Respectfully yours,

[Signed] A. STONE.

WILLIAM E. LOCKWOOD.

Production of Iron and Steel in America.

Scientific American.

The semi-annual statistical statement of the American Iron and Steel Association is of particular interest, as it shows an unprecedented activity in both of these industries. During the first six months of the year, the product of pig iron amounted to 2,954,209 tons, of 2,000 pounds. In a similar period of time, the country has never before produced such a large amount of pig iron. Prior to 1879, indeed, the output for the whole year never reached these figures. During the first half of 1885, the product was 2,150,816 tons, and during the latter half 2,379,053 net tons. The greatest absolute gain in production this year was made by Pennsylvania, but the greatest relative gain made by any of the important iron-producing States was in Ohio and Alabama, the production of each having largely increased. A number of other States also show a greater productivity, but in Virginia, Kentucky, Missouri and Georgia, the output is less than in former years.

The most noticeable feature of this half year's increase in Pennsylvania is the lead taken by the Lehigh Valley district. For some time this has been second only to Allegheny county in its pig iron production, but this year it has exceeded it, having produced 320,568 net tons in six months, against 301,014 tons in Allegheny county. The output of pig iron in either of these districts is greater than in any State in the Union except Ohio. The statistics also show that the amount of pig iron produced from charcoal is on the decline, mineral fuel rapidly taking its place. Less anthracite, too, is being used alone, a mixture of anthracite and coke being substituted. Included in this aggregate for the half year are 22,446 net tons of spiegeleisen, indicating a product for the entire year of at least 50,000 tons.

On the 30th of June, 1886, there were 470,421 net tons of iron remaining unsold in the hands of the iron masters or their agents, a slight increase over the stock in hand at the first of the year.

The statistics of steel production show a similar activity. During the six months just past, the production of Bessemer ingots reached 1,073,663 net tons, against 938,418 tons in the second half of 1885 and 763,344 tons in the first half of that year. These figures include, also, the Clapp-Griffiths metal, of which 24,810 net tons have been produced during the present half year. The product of Bessemer steel rails during this period has been 707,447 net tons, an increase over last year, but less in proportion than during 1882.

The report concludes with the very gratifying statement that this country will produce more Bessemer steel, more Bessemer steel rails, and more open hearth steel in 1886 than in any previous year of our history.

Digitized by Google

Management and Care of Steam Boilers.

The following summary is issued by the Hews & Phillips Iron Works, of Newark, N. J., and it comprises useful information to all in charge of engines:

The first duty of an engineer, when he enters his boiler room in the morning, is to ascertain how many gauges of water there are in his boilers. Never unbank nor replenish the fires until this is done. Accidents have occurred, and many boilers have been entirely ruined, from neglect of this preeaution.

"In case of low water, immediately cover the fires with ashes, or, if no ashes are at hand, use fresh coal. Do not turn on the feed under any circumstances, nor tamper with nor open the safety valve. Let the steam outlets remain as they are.

"In cases of foaming, close throttle, and keep closed long enough to show true level of water. If that level is sufficiently high, feeding and blowing will usually suffice to correct the evil. In cases of violent foaming, caused by dirty water, or change from salt to fresh, or *vice versa*, in addition to the action before stated, check draught and cover fires with fresh coal.

"When leaks are discovered, they should be repaired as soon as possible.

"Blow off 8 or 10 inches at least once a week; every Saturday night would be better. In case the feed becomes muddy, blow out 6 or 8 inches every day. Never blow entirely off except when boiler needs scraping or repairing, and then not uutil fire has been drawn for at least ten hours, as boilers are often seriously injured or ruined by being emptied when the walls are hot. Where surface blow-cocks are used, they should be often opened for a few moments at a time.

"After blowing down, allow the boiler to become cool before filling again. Cold water pumped into hot boilers is very injurious from sudden contraction.

"Care should be taken that no water comes in contact with the exterior of the boiler, either from leaky joints or other causes.

"In tubular boilers the hand-holes should be often opened, and all collections removed from over the fire. Also, when boilers are fed in front and blown off through the same pipe, the collection of mud or sediment in the rear end should be often removed.

"Raise the safety valves cautiously and frequently, as they are liable to become fast in their seats, and useless for the purpose intended.

"Should the gauge at any time indicate an excessive pressure, see that the safety valves are blowing off. In case of difference, notify the parties from whom the boiler was purchased.

"Keep guage-cocks clear, and in constant use. Glass guages should not be relied on altogether.

"When a blister appears, there must be no delay in having it carefully examined, and trimmed or patched, as the case may require.

"Particular care should be taken to keep sheets and parts of boilers exposed to the fire perfectly clean, also all tubes, flues, and connections well swept. This is particularly necessary where wood or soft coal is used for fuel.

"Under all circumstances keep the gauges, cocks, etc., clean and in good order, and things generally in and about the engine and boiler room in a neat condition.

"Barium chloride and milk of lime are said to be used with good effect at Krupp's Works, in Prussia, for waters impregnated with gypsum.

"Soda ash and other alkalies are very useful in waters containing sulphate of lime, forming a soft scale easily cleaned; but when used in excess they cause foaming, particularly where there is oil coming from the engine, with which they form soap. All soapy substances are objectionable for the same reason.

"Petroleum has been much used of late years. It acts best in water in which sulphate of lime predominates. As crude petroleum, however, sometimes helps in forming a very injurious crust, the refined only should be used.

"Rogers' tannate of soda is probably the best preparation for general use, but in waters containing much sulphate it should be supplemented by a portion of carbonate of soda or soda ash.

"For muddy water, particularly if it contain salts of lime, no preventive of incrustation will prevail except filtration; and in almost every instance the use of a filter, either alone or in connection with some means of precipitating the solid matter from solution, will be found very desirable.

"In all cases where impure or hard waters are used, frequent 'blowing' from the mud drum is necessary to carry off the accumulated matter, which if allowed to remain would form a scale."

A fish plate for railroad rails has likewise been patented by the same inventor. Fish plates are to be made, by this invention, with flanges upon their lower edges projecting outward farther than the base flanges of railroad rails, with recesses in their outer edges to receive the heads of the fastening spikes driven into the ties at the outer edges of the base flanges of the rails, the object of the invention being to provide fish plates that will hold the rails from longitudinal movement without interfering with their proper effect as fish plates.

Digitized by Google

About Corliss Engines.

American Machinist.

One of the notable features of the steam-engine business at the present time, is the disposition observable among a good many engine builders, most of whom have heretofore done a "near-by trade," to turn their attention from the old form to the automatic cut-off style of engine. Just now quite a favorite pattern among some of these establishments appears to be the "Corliss," doubtless in part owing to the generally good reputation of this type of engine, and in part to the opportunity afforded by the expiration of the original patents. The tendency to change from the building of ordinary to cut-off engines is one that may confidently be expected to increase, as it is, beyond doubt, an indication of the steady advance of mechanical knowledge among steam users, accompanied by a correspondingly higher standard of requirement. Not all the builders of cut-off engines, however, are as frank as a firm in a Western city, which advertises "——— Corliss Engines, Newark, N. J. Designs," the dash given in our version, representing the name of their own city.

The apprehension has been expressed among some steam-engine builders, that, with so many shops turning out "Corliss" engines, under circumstances requiring close competition, some would be likely to do bad work, thereby injuring the reputation of this type of engine. To an inquiry upon this question, one of the heads of a prominent concern, building Corliss engines largely, replied recently that their firm had no fears upon that score, so far as their own business was concerned, their main reliance being on three points: First, the individuality of their own work; second, the number of Corliss engine builders whose work is good, and third, the intelligence of the mechanics, who so largely act as the advisers of steam users. As to this latter point, the speaker here quoted, evidently agreed with the view lately expressed by a successful builder of steam machinery, who said that, in introducing his machinery, he liked to get "as close to the fire-room" as possible.

A natural result of the state of things existing in the engine trade, is the stimulus thereby afforded to the inventive skill found in concerns long engaged in the construction and sale of first-class automatic engines, leading them to devise and adopt improvements in the mechanism of their product. Such improvements, whenever patentable, of course, afford an important measure of protection, both as to design and price. Such improvements are also naturally to be expected from establishments whose designers have given years of close study to the subject of steam-engine economy.

A noteworthy illustration, as we are informed, is found in the statement that four prominent establishments building Corliss engines, and located in different parts of the country, recently had in the Patent Office, practically at the same time, improvements upon a portion of the Corliss valve gear, all intended to serve the same purpose, and all accomplishing it in different ways. That purpose was lessening the shock to the governor caused by disengagement, while also securing closer regulation. Establishments identified with other types of the automatic cut-off engine, will not be less likely to feel and profit by such a wide-spread impulse toward improvement, wherever their experience shows improvement to be possible.

COMO, COL., Oct. 17, 1886.

MR. EDITOR:—I notice some questions in the October issue that I would like to answer, and I will commence with "Crank," of Oil City, Pa. He wants to know how many times the crank pin revolves in one revolution of the driver. I answer, only once; and now I would like to answer "Steam Gauge." He wants to know if an engine should break a front cylinder head, could the go-ahead eccentric on the same side be slipped, so as to make the valve keep the forward steam port closed, and if it could work successfully. The eccentric could not be slipped so that the valve would keep the forward port nor the back port closed, the blade could be shortened so that the forward port would remain closed, but it would keep the back port open all, or nearly all, the time, so that he could not work steam on that side and would have to keep steam out of that steam chest. JIM CROW.

EAST PORTLAND, ORE., Dec. 6, 1886.

MR. EDITOR—We have here two classes of Baldwin engines. One has the cross-head pin below the piston-rod, and about on a line with the centre of the axle; the other has the pin central with the piston-rod, and above a line with the centre of the axle. The one first named wears the brasses on the pin about equal, top and bottom, and the other wears the brasses out on the bottom and not at all on the top. Will some one please explain the reason for this?

OREGONIA.

Correction.

On page 721, December Magazine, the article captioned "Questions from Locomotive Firemen" should have been credited to the "National Car and Locomotive Builder," instead of the American Machinist. The article captioned "Middle Seats" page 732, same number, should also be credited to the National Car and Locomotive Builder.

In the first instance the mistake was ours, but in the last the exchange from which we copied was at fault. We regret the errors, and hasten to make proper correction.

Digitized by Google

Force From Coal.

But few people realize what a vast amount of force is stored up in coal, or the multitude of products derived from it.

To estimate its power it is necessary to use some known amount of heat as a unit, and this is usually the amount required to raise the temperature of one pound of water one degree centergrade, and called a thermal unit. A weight of 1390 pounds falling one foot will produce the same result and is called a foot-pound. It requires 80 thermal units to vaporize one pound of water, and 536 thermal units to boil water.

One pound of coal will produce 800 thermal units, which will melt 100 pounds of ice, or evaporate twelve pounds of water; therefore the force from one pound of coal is equal to 800x1390, or 1,112,000 foot-pounds.

The heat which would be produced by the combustion of a stratum of coal one foot thick, covering the surface of the earth, would be equal to the heat from the sun, and would melt a stratum of ice twelve feet thick. One pound of coal will produce 4½ feet of illuminating gas, and a common gas burner will consume about this amount per hour.

Besides illuminating gas which is a mixture of marsh gas, olifient gas, hydrogen, heavy hydrocarbons, etc., there are also derived from coal, ammonia, acetic acid, carbolic acid, benzine, anilines, etc.

An average man develops daily a quantity of heat estimated at 2,700,000 thermal units, and consumes sufficient force to raise 500 tons, one foot against gravity.

ELMON J. NOYES, M. D.

The Power of Electricity,

Electrical World.

When the great iron tower, 1,000 feet high, was proposed some time ago for the Paris exhibition of 1889, many engineers doubted the feasibility of the project, judged from their point of view. However, M. Eiffel went at the problem and evolved a design which was chosen and which it was proposed to execute. On the eve of accomplishment, however, a French "savant" comes forward with a timely warning of the fearful consequences which the building of the iron tower will entail. He says that the enormous blocks of iron running north and south would become polarized, and that this polarization will soon invade the whole column. Then who knows whether the four lifts, with their continual friction, will not increase the magnetic influence a hundred fold? In this case all articles for a mile round will be attracted to the tower, and will adhere to it as a needle does to a magnet. If the troops quartered in the Ecole Militaire hard by be called out to drill, it will be all in vain for the commanding officer to shout "En avant!" if they are paraded with the column behind them. Then all in the houses in Paris will suffer from a St. Vitus' dance, and, being gradually drawn toward the Champ de Mars, will find themselves stuck to the tower. As for locomotives entering Paris, it will be found impossible to stop themselves at the various termini; they will rush through the city and dash themselves to pieces against the centre of attraction.

MR. EDITOR—Why is it that the back half of the stroke is longer than the front half?

Why is it that the cross-head, in traveling from one end of the stroke to the other, gradually increases in speed to centre of stroke and then gradually decreases to the other end?

Though an old question, yet I have never heard it answered to my satisfaction, nor a correct solution given.

Why is it that an engine going down a grade, the wheels will slide, or, in other words, though the wheels still revolve, they slide along the track and "catch on" when the bottom of the grade is reached?

JERK WATER.

"Yesterday a Michigan Central train on the Canada Southern division, having on board a number of directors and officers, ran from St. Claire Junction to Windsor Dock, 107 miles, in ninety-five minutes.

MR. EDITOR:—I cut the above from one of our dailies as an Associated Press dispatch, and showing the same to one of the Brotherhood, he read it carefully, said nothing, but gave me a very expressive look and wink, at the same time handing me a card printed in red, reading as follows: "I am something of a liar myself."

Now, cannot some of the Brotherhood on the Canada Southern give us the facts about this run, the size of drivers, diameter of cylinder, steam pressure, number of cars in the train and any other facts that would interest a fireman who soon hopes to become a locomotive engineer. I have made a calculation based on this run, and find the speed is a fraction over 53 seconds to the mile, 53 seconds to the mile is 68 miles to the hour.

ECCENTRIC.

Didn't Want to Take Any Chance.

Mr. and Mrs. Hagerty Flynn, although married for upward of ten years, were not blessed with offspring, so they adopted a little boy named Johnny. Not long since, nevertheless, a son and heir was born into the Flynn family. One of the callers remarked jokingly to little Johnny:

"I believe, Johnny, I'll take the baby home to my house."

"Don't let him take the baby away," replied Johnny, appealing to Mr. and Mrs. Flynn, "for we don't know in this house when we are going to have another, do we, Mr. Flynn?"

Digitized by Google

OUT IN ONE ROUND.

A Lost Job the Result of too Much Talking to a Strange Man.

A wholesale house in Detroit in which the firm consists of four partners, with a solid old gentleman at the head, took on a new traveler a few days ago. He was engaged and packed off without having seen the senior partner, and he probably didn't care a cent whether such a person existed or not. He was coming in over one of the roads on a recent Saturday and had taken a seat in the smoker to enjoy a fifteen-center, when a fellow-traveler asked him how business was and what firm he represented.

"Business is infernal dull, and I represent the house of Blank & Co., Detroit," was the answer.

"Pretty solid house?"

"Oh, yes; but rather cranky."

"Going to be with it next year."

"You bet, and if things come around right I'll have an interest in the old ranch inside of two years."

"Eh! How's that?"

"Well, the old crank who furnishes the doubloons to keep the business booming has, I am told, two marriageable daughters, and I'm going to be his son-in-law or break both legs trying. I've got the pluck to succeed and you can bet a new hat on me any day in the year."

The conversation died away soon after that, and in a little time the traveler was left to the comforts of his cigar. He thought no more of the matter until he walked into the store Monday morning to report. The first man that his eyes rested upon was his fellow traveler on the train, and the old gentleman had his hat off and seemed very much at home. He bowed to the drummer and he smiled, and he went to the door and called after him in a forgiving tone, but the man escaped, and has not been seen in Detroit since.

IT WASN'T HYDROPHOBIA.

She Knew Just What Was the Matter With the Family Dog.

He was making his first call, and all the formalities of the season were in full blast. She toyed with her fan as she conversed about the gayeties of the winter time. Leisurely strolling into the elegant drawing-room came the family dog, a large and intelligent type of Newfoundland breed. It was a warm evening and the dog came in with his mouth open and his tongue protruding from his mouth. He made directly for the hostess, who manifested great uneasiness at the first sight of the unexpected animal. As he came nearer the young woman dropped her fan, mounted first the heavy, upholstered chair and then the chair. Seeing the unusual performance, the young man followed suit and was soon on top of the marble mantelpiece, to which place of safety he invited his hostess. Meanwhile the dog, the cause of the commotion, crawled under the sofa, preparing to take a nap.

"When was he taken?" asked the young man, as he balanced himself amid the mantel ornaments.

"Oh, he's been that way all summer," replied the young woman.

"It's strange he doesn't try to bite us, isn't it?" continued the young man.

"Oh, he wouldn't bite anybody," remarked the young hostess.

"Why, hasn't he got the hydrophobia?"

"No," replied she, "he's got fleas, and that's pretty near as bad."

She Wrung Him Clean Out.

Monti Montgomery is a young man with a heart, and the other morning he appeared at the club greatly dejected.

"What's the matter, old man?" asked Roberts, a man without a heart.

"I am bwoken-hearted," he said mournfully.

"No? You don't say? How did the fracture occur?"

"Well, don't you know, I have been devoting myself some time to Miss Richesse, and lawst night I pwoposed, don't you know."

"Ah, indeed?"

"Yes; I took her hand in mine, that pwetty white hand, don't you know; I looked into her lovely bwown eyes; I told her I loved her moah than tongue could uttah; that she was beautiful and good and all the wowld to me, and I awsked her to maiwy me, don't you know."

"And what did she say?"

"Not a deucid word, don't you know; she just wung one of those hawwid chestnut bells on me and walked away with that wascally and fwesh lieutenant who has been pwowling around faw the lawst month, don't you know."

Settling Old Scores.

Smith—"Robinson was looking for you today, Brown. He leaves for the west to-morrow morning, where he intends to remain, and he wanted to collect that $25 you owe him."

Brown—"Yes, I saw him a little while ago. I promised to forward him the money next week."

Smith—"In what part of the west does he expect to settle?"

Brown—"I don't know. I didn't ask him."

Hard to Solve.

A problem blind, to the young man's mind,
Is to know the reason why
He has his cane when he's out in the rain,
His umbrella when it's dry.

Digitized by Google

Crazed by Drink.

During my fifteen years of journalistic life I have met with my fair share of tramp printers, and while the majority were dissipated, slovenly, unprincipled aud all that, the last of them had more wit, sagacity and practical knowledge than the average American citizen who has a home and a respectable standing in his place of residence.

In 1871 I was conducting a newspaper called the Union, at Urbana, Ohio. One summer night I was sitting at my office desk preparing copy for the following day. I was the only person in the building, and the office was in the second story, at the end of an unusually long, narrow and lonesome hallway.

Suddenly I heard a strange, limping step on the distant stairs. It rang with a hollow sound.

The town clock began striking the midnight hour.

The halting step drew nearer and nearer.

The clock struck six.

The step was half way up the hall now.

The clock struck nine.

The step was now at my door.

The clock struck twelve!

The door flew open!

I hope I am no coward, but I felt a crawling sensation from the moment I had heard the first step, followed by the weird boom of the midnight bell.

A tall, stout man of forty-five stood on the threshold. He was dressed in a dark, haphazard suit. A broad, brown sombrero threw a deep shadow on the upper half of his face, while the lower half was hidden by a brown unkempt beard. Without a word of preface, without a salutation of any kind whatever, he said:

"I—want—work."

He had a low gruff voice and he jerked out the sentence as though it got stuck in his throat and was pulled out piecemeal.

"Step in."

He came and stood close by my desk. He had been drinking. That was plain. But he was clean and respectable for one in his sphere of life. I went on:

"If you will come back in the morning, I may find you work for a week or so."

"I am tired—hungry—was drenched through by the rain this afternoon. I have no money—nothing to eat—no place to stay."

The old story! The old, pitiful story! How often—how often I have heard it! Nor care I how low, how degraded, how lost to all respect for self the creature is that tells it, my heart goes out with a great throb of compassion, and I curse with a biting, burning curse the system of society that prevails today—the system that puts fabulous wealth in the hands of a few, while grinding untold multitudes down into the dust of poverty, rags, starvation and despair.

I gave the man an order on a hotel. He was on hand bright and soon the following morning and went to work. He stayed the balance of the week, drew his pay and was directed to return on the following Monday. He left the office, and came back within fifteen minutes.

"I've been in hell for a week," he said.

"You've been drinking, McDowell."

"Yes but only one glass. I came back before I got drunk to tell you that I won't be here Monday. I hadn't the face to tell you I had bowled up a bit. I propose drinking until I haven't a cent left—until the the barkeepers won't trust and the bummers won't treat. That's the way I always do. The devil is in me and as long as I keep sending him down drams he is a very pleasant master; but let me try to reform, let me put him oft without a taste of stimulant for a day or so, and he takes possession of my every sense, my every thought, until I feel and know nothing but one desire—rum. It lashes, consumes, maddens me. Once I was sober for a year. I was in jail, and if ever a man passed through unspeakable agony that man was me. Every day and every hour of every day intensified my thirst. I would have gladly surrendered my soul to eternal damnation for a drink. They tell you the desire wears off in time. It's a lie! I tell you, sir, it's a lie! It was born in me; it will stay with me till I die. It is part of me, a part of my very blood, heart, brain and soul!"

A few nights later I was again at my desk at a late hour; again heard the limping step in the hallway; again the door flew open and McDowell came in. There was a wild flash in his eyes, a flush on his face. He shambled to where I sat.

"Give me half a dollar."

"I will do nothing of the kind; you want it for drink, you are are on the verge of delirium tremens now."

"Will you lend me a pencil and let me write a few lines?"

"Help yourself."

He seated himself opposite to me, drew a writing pad in front of him, scribbled on it, folded it up, handed it to me and said:

"Read this in ten minutes."

And then—before I could stay him—before I could even suspect his intention, he seized a keen-pointed knife that was lying open on the desk, threw back his head, lifted the bright blade in air—

"Great God!" I cried, bringing my clinched hands down on his uplifted arm with a force that loosened his grip on the weapon and sent it spinning over my head to another part of the room.

"What do you mean?" I demanded.

"Death! It's drink or death with me!" he exclaimed with a hissing oath, springing to his feet.

You can depend upon it that I made no delay in handing him the money and hust-

Digitized by Google

ling him out of the office. Then I opened the scrawl he had written, and this was the purport thereof:

Telegraph to ——— ———, Dayton, Ohio. He will see to my body and the devil will see to my soul.
McDOWELL.

I have never heard of the man from that hour to this; but I presume he is dead and dust in some Potter's field to-day.

Railroad Statistics.

The 1886 number of Poor's Manual of Railroads, being recognized as a standard authority, has just been issued, and as usual is full of valuable information. It shows that the number of miles of railroad constructed in the United States in 1886 was 3,131, the aggregate mileage for the whole country completed at the close of the year 128,967, and the rate of increase during the year 1.4 per cent. The mileage, not including elevated roads, from which returns of earnings and traffic operations for the past year were received, equaled 123,110 miles, against 110,173 miles for 1884. The share capital of all the railroads making returns, including the elevated railroads, equaled $3,817,697,832 against $3,762,616,685 for 1884; funded debts, $3,765,772,066, against $3,699,-115,772 for 1884: unfunded debt, $259,108,-281, against $244,666,596 for 1884. The amount of share capital and indebtedness of all the companies for 1885 equaled $7,842,-533,179, against $7,676,399,054 for 1884, and increase of $166,134,125. The earnings of all the roads making returns, including elevated roads, amounted to $772,678,883, against $770,684,908 for 1884, an increase of $1,883,925. The operations and expenses of all the roads for the year were $503,074,902: net earnings, $269,403,931. The tonnage moved by the railroads has increased about ten per cent., being 437,040,099 tons in 1885, against 399,074,749 tons in 1884. The movement of tonnage by rail is steadily increasing, there being at the same time a slight falling off in rates, the charge for moving a ton of merchandise one mile in 1885 being 1,057 cents, against 1,124 in 1884. The manual also contains an interesting table showing the length in kilometers (.02 of a mile) of all the railroads in the world, in which the following totals appear: Europe, 189,803; Asia, 20,768; America, North and South, 240,755: Africa, 6,729; Australia, 12,142; grand total, 407,197, or 291,522 miles, of which there are 123,110, exclusive of elevated roads, in the United States.

How Many Apples Did Adam and Eve Eat?

West Side Sentinel.

Some say Eve 8 and Adam 2, a total of 10 only.

We think the above figures entirely wrong. If Eve 8 and Adam 8 2, certainty the total will be 90. Scientific men, however, on the strength of the theory that the antediluvians were a race of giants, reason something like this: Eve 8 1 and Adam 8 2; total, 163.

Wrong again. What could be clearer than if Eve 8 1 and Adam 8 1 2 the total was 893?

If Eve 8 1 1st and Adam 8 1 2, would not the total be 1,623?

George Washington says Eve 8 1 4 Adam and Adam 8 1 2 4 Eve; together they got away with 8,938.

But if Eve 8 1 4 Adam, Adam 8 1 2 4 2 oblige Eve. Total, 82,056.

We think this, however, not a sufficient quantity, for though we admit that Eve 8 1 4 Adam, Adam, if he 8, 0 2 8 1 2 4 2 keep Eve company. Total, 80,282,056.

Everybody is wrong again. Eve, when she 8 1, 8 1 2 many, and probably felt sorry for it, but her compauion, in order to relieve her sorrow, 8 1 2. Therefore Adam, if he 8 1, 8 1 4 2 4 2 fy Eve's depressed spirits. Hence, both ate 81,896,054 apples.

HOW HE STRUCK A JOB.

A Young Man With the True Western Journalistic Instinct.

On a northwestern train was a sallow-faced, red-haired man with a pair of spectacles on his nose and an annual pass in his pocket. In the same seat was a smooth-faced young man who said he was looking for a job.

"I want a young man to clerk in my office," said the sallow-faced man, "and if you can fill the bill I'll take you. I am an editor up in Wisconsin. Now s'pose I was sitting at my desk and a big man with his fists all doubled up and a wild look in his eyes should come up the stairs and inquire for the editor. What would you tell him?"

"I'd tell him the editor wasn't in," replied the young man; "but that if he'd sit down and wait a few minutes you'd probably be back from the gun store, where you had gone to get a new seven-shooter and a knife thirteen inches long to cut up rollers and things with."

"Consider yourself engaged. Salary, $4 a week and board, with one-third of all the big watermelons that come into the office."

Not the Burlesque Artiste's Strong Point.

Blythers—"Say, Miffkins, who is that stunning girl we just passed? Somehow she looks familiar, and yet I can't name her."

Miffkins—"That? Why, that's Miss Lycee, the burlesque actress of the Bijou, that you've been raving so over for a month past. Didn't you say you'd been to see her five nights a week for the past fortnight? I should think you'd know her face by this time."

Blythers—"Face? Oh, yes; but, come to think of it, I don't know as I ever looked at her face before."

Digitized by Google

FREE AND EASY TRAVELING.

An Illinois Go-as-You-Please Railroad Owned by Farmers.

There is a little narrow gauge railroad in Central Illinois which is rather amusing. It runs through a rich farming country and is owned and managed by wealthy farmers. The conductors, engineers and brakemen are farmers' sons who have grown weary of raising cattle and corn, and who have taken to "railroading" as a relief. A train starts from each end of the road every morning after breakfast, runs to the opposite end of the road by dinner time, returns again for tea and ties up for the night. As there is no telegraph line connected with the road, nobody at any of the stations knows when a train is coming until it arrives in sight. As the rails are laid on ties placed on the flat prairie, and as no grade exists from one end of the road to the other, the tall grass has an awkward habit of getting under the wheels and stopping the train. Not infrequently, also, the light rails spread apart and the cars run off the track and go tumbling along on the virgin prairie. The passengers ride in a car reserved for them in the rear of a long line of freight cars. Half of this car is partitioned off in order that it may also serve for carrying mail bags, express matter and baggage. Not infrequently passengers walk into a village ahead of the train and announce that the cars will follow them in an hour or two, provided they can be kept on the track long enough. Sometimes a locomotive gets stalled on some one of the several gentle hills along the line. The trainmen thereupon quieily wait until the other engine appears. Then the two engines draw the train up the hill. Notwithstanding this little railroad hauls large quantities of freight and is making money for its stockholders.

JUDGE GARY'S HUMOR.

A Bit of Pleasantry by the Judge of a Chicago Criminal Court.

Judge Gary has long been famous among lawyers and those who frequent Chicago courts for his fondness for a joke when opportunity presents, and some of his best sayings have been gotten off to jurors who have begged for various reasons to be excused. Oftentimes these petitions have been so numerous and of such a flimsy character as to be annoying, and on such occasions Judge Gary, who is usually very even-tempered, sometimes shows, though not in an unbecoming way, a little annoyance. One morning, when courts were sitting in the old rookery, a new jury was called and an unusual number were begging off. The excuses given were not new ones to the Judge or his clerks, and after listening to a number of them his honor began to exhibit signs of nervousness. Finally, after listening to about the twentieth excuse, he refused point-blank to accept it, and then somewhat testily gave notice that it would be useless to present any more such flimsy reasons for wishing to avoid a duty which every citizen who might be summoned owed the State. The warning did not deter an anxious talesman who had already taken his place close up to the clerk's desk from urging his plea.

"I would like to speak to your honor privately a moment," he said, somewhat anxiously.

"I can't hold any private consultations with anybody while on the bench," said his honor, practically "What is it? Speak. out?"

"But," persisted the anxious juryman, "what I have to say it will be proper to whisper to you privately."

"No, it won't," said the judge. "Let us have it from where you are."

"Well, then," said the juror, "the fact is I've got the itch, and I don't like to sit here with these other men, and I don't think they will care to sit with me if they know it."

The stern face of the court relaxed instantly, and leaning over the desk, he said to George Gray, the clerk, a namesake but no relative:

"George, scratch him off."

A COOK'S BIG CONTRACT.

The Job Looked Difficult But It Was Managed All Right.

Old Bob Ray never neglected his business as cook on the Mississippi river. It was about the middle of the war that Bob left on a southern trip and wasn't heard of until the war was over, when he blazed upon St. Louis with more diamonds upon his person than Chas. L. Davis, the Alvin Joslyn crank. It was a matter of speculation for some time where he got all his money. He had $15,000 in a lump. One night he told the boys:

"I went down the river as cook, and they caught the boat at Nashville and tied her up. What was I going to do? I sees a lot of soldiers around, lookin' half starved. I went to 'em and I said, 'I'll cook for you chaps if you give me your rations.' They had nothin' but flour and they were struck on pancakes. Well, I made pancakes for 'em three times a day, 9,000 men in all. I built great big griddles—oh, great big ones—and fried the cakes."

"How'd you grease your griddles?" asked one of the listeners.

"Easy."

"Well, how?"

"Just got about five big niggers, strapped a side of bacon on each hoof and started 'em off skatin', skatin' round and round on the hot griddles, and that kept 'em greased. If the nigger fell down, didn't lose anything; more grease, that's all.

Digitized by Google

IN THE SANCTUM.

The Editor's Unexpected Call From a Desperate Looking Man.

A tough looking man entered the sanctum of a San Francisco paper recently and said to the inmate:

"Are you the editor?"

"Yes, sir," was the reply.

"I have come to see you about a piece in your paper one day last week which says that my wife, who keeps a candy store on —— street, is rather fond of the society of young men."

"I assure you," said the editor, as he cast his eyes around the room in search of some weapon of defense, and seeing none looked out the window to calculate the distance to the ground, "I had nothing to do with the publishing of that article. I was out of the city at that time and the reporter who wrote that article was discharged last Saturday. But I will have the false publication corrected with pleasure."

"Corrected? Why, I wouldn't have it corrected for $500. I expect to make a fortune out of it. My wife sold more candy this week than she did the whole six months before, and as I am not the man to forget a favor, I just come around to pay for the advertisement. Here's $25, and if you will put in another piece next week and make it a little stronger, I'll pay you $50." And with the air of a charitable man who had done his duty, though it cost him something, the "tough citizen" left the sanctum.

Marion's Diplomacy.

Youth's Companion.

One of the stories which used to stimulate the patriotism of American boys is that of Marion's inviting a British officer to dine with him on roasted potatoes and cold water. The story has been doubted by certain critical historians, but Dr. Joseph Johnson, of South Carolina, says it is substantially true. He heard it when a child from his father, to whom it was told just after its occurrence.

But the story as originally told illustrated Marion's diplomacy rather than his poverty and self-denial.

The officer, a young man, sensitive, humane and high-toned, had been sent, under a flag of truce, to Marion's camp to transact some business with the General. After the business had been completed, the General's aids invited the officer to dine with them.

He would have had a good dinner, if Marion, seeing his character, had not determined to make an impression on his sensitive nature favorable to the American cause.

The young man, having been invited to dine with Marion, and having excused himself to the aids, was provided by his host with a dinner of sweet potatoes roasted in the ashes of the hearth, and served on bark platters. The officer noticed that the General, in peeling his potatoes, put his skins carefully on one side of his plate, instead of throwing them on the ground.

Oscar, the General's servant and foster-brother, waited on them. He was always called "Budde," a corruption of brother, by Marion, who, after dinner, said to him:

"Budde, bring us something to drink." Oscar brought a gourdful of water, and handed it to the officer and then to the General.

"Budde, bring up Roger," and the General's horse, being led up, was fed with the potato skins.

The officer saw and was conquered. He returned to the British camp and resigned his commission, saying he could not fight against men who were so conscientious in their opposition to King and Parliament as to drink nothing but water, eat nothing but potatoes and feed their horses on the skins.

A Good Old Story From Chicago.

Chicago News.

Mr. Kuhn, the proprietor of Kuhn's garden, was thrifty in money matters, but cared little for his own personal appearance. He had worn the same old greasy overcoat until his sons were ashamed of him and tried to induce him to buy a new one.

"Oh, no," the old gentleman would always say, "I would rather have the $50 that it would cost."

One day the sons determined that he should wear a new coat, and, believing that if he could get one at a good bargain he would buy it, arranged with a tailor to sell him a $50 one for $10, they to pay the difference. Then they went home and told their father what a handsome coat they had seen, and what a bargain it would be to buy it. So the father went and looked at it, and after beating the tailor down to $9, took it, and started for home.

But when he reached home he had no coat with him.

"Didn't you buy the coat, father?"

"Yes; got it for $9," replied the old gentleman.

"Where is it?"

"Oh, I was showing it to a friend in the street car, and when he offered me $15 for it I let him have it. I cleared $6 on that transaction."

She Would Resist.

Armand—"Come, fly with me, I implore you."

Camille—"Never, sir! You insult me."

Armand—"What! You will not go?"

Camille—"I will resist you with all the strength of a woman's nature. If you would tear me from this place, you must first drug me and render me unconscious. You will find a bottle of chloform on the bureau over there."

Digitized by Google

HOW TO OBEY ORDERS.

A Good Story of an Obedient Soldier on the Guard Line.

When the sixteenth Mississippi regiment was quartered at Corinth, the guard around their encampment received all sorts of complicated instructions, some of which were forgotten as soon as delivered, while others were rigidly adhered to by the sentinels.

On one occasion, George Wood, of the Adams light guard, was instructed by the corporal, of his relief not to permit any private soldier to cross the lines unless accompanied by a commissioned officer; nor was he to permit any cakes, candies, fresh pork, fruit or whisky to enter the lines upon any pretense whatever.

"I b'lieve I've got em all," said George. "Let me see: Narry soldier to go across the lines on his own hook, that's one; no cakes, that's two; candies is three; fresh pork is four; fruit is five, and whisky makes up the half dozen. All right, corporal, you can toddle."

George walked his beat but a few moments when an immense porker came grunting along, evidently well satisfied with his prospect of obtaining a good breakfast from the garbage lying about the camp. He by-and-by approached the lines when George suddenly shouted:

"Halt!"

A significant grunt was the only response from his porcine friend, who still came nearer.

"Halt! I say," yelled George, "of you don't I'll be dad blamed ef I don't shoot."

The pig steadily advanced when bang went George's musket and down dropped the porker as dead as a nail.

The colonel, who was enjoying his late paper a few feet off, started up at the report of the musket and exclaimed:

"How dare you, sir, discharge your musket without orders? Call the corporal of the guard?

"Corporal of the guard, post No. 9! The d——l to pay here, on my line!" shouted George.

"Arrest the man," said the colonel, as the corporal made his appearance.

"Well, that's nice," rejoined George, "to arrest a fellow for obeying orders in tight papers."

"I never gave yeez any orthers to do the like," said the corporal.

"The deuce you didn't," replied George: "hold on here. Didn't you tell me not to let any soldier cross the line without being accompanied by an officer?"

"I did, av coorse."

"Didn't you tell me not to let any cakes come into the lines?"

"Thrue for yees."

"How about the candies?"

"That's all right?"

"Then there was fruit."

"Yis!"

"Whisky?"

"Niver allowed!"

"And fresh pork!" yelled George. "You don't s'pose I was going to let that hog pass my line, do you, when I knew it was against orders? When you catch me on post, you can bet your life I'm thar. I obey orders, I do, allus!"

The colonel burst into a roar of laughter, and ordered the sentinel to resume his duty. The injunction against admitting fresh pork over the lines was for the time being laid aside.

How Maud S. Was Well Nigh Ruined.

"It is not generally known," said Mr. Hill, of the National Humane society, "that the greatest trotting horse in the world came near being ruined by cruel treatment. When George Stone, of Cincinnati, found that a Kentucky mare which he had purchased was a very speedy animal he hired a man to train her. This man was cruel to the mare, and he made but little headway in developing her speed. She became obstinate and ugly, and not only refused to work right in the sulky, but was vicious in her stable. Luckily this blundering, cruel trainer was discharged, and William Bair employed in his stead. Like the true horseman that he is, Bair is utterly unable to treat a horse cruelly. He at once reversed the tactics of his predecessor, and began to treat the mare with kindness. She quickly responded with better behavior, and in a short time became affectionate and obedient. Whereas, her former master was afraid to go into the stall unless she was securely tied, Bair taught her to pick apples out of his coat pocket. As soon as the man and beast had established these pleasant relations, good results began to appear. The mare's speed developed rapidly, and she was soon able to make the famous record of 2:10½. A year or so more of cruel treatment and Maud S. would have been ruined. —Chicago Herald.

He Couldn't Say.

Old Mrs. Peters—There seems to be quite a discussion going on as to the real nature of the electric fluid. Here's one writer who says it is not a fluid or any form of matter: simply one of the correlated forces. Is it so, John?

Old Mr. Peters—Don't know, I'm sure; Elizabeth—I never drank any of it.

"I hate that man!" exclaimed Mrs. Upperbea. "I'd like to make his life miserable." "Tell you what," said her husband warmly, "I'll send the villain an invitation to your musicale. We'll torture him."—[*Burdette.*

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

Thoughts of the Old Year.

I have just torn the last leaf from the calendar, laid it upon the coals and watched it blaze up brightly for an instant and then turn to dead, white ashes. This is the last of 1886, dust and ashes to be scattered to the four winds and lost forever. Has the year been kind to you? Then will you enshrine and cherish its memory. Has it been cruel? Then will you gladly bid it farewell and strive to forget. But does one ever forget a sorrow? The little child will sob itself to sleep and smile in pleasant dreams, but ever and anon a long drawn sigh from the depths of its little heart tells of a grief that even slumber has not quite dispelled. And so with us of larger growth. We laugh and sing, we talk in our brightest strain, fulfill our part in society and attend to every detail of business, but in the silence of night the recollection of past troubles comes knocking at the door, enters unbidden, glides in among our dreams and awaits our waking hours. And when we are busiest, or gayest, or most peaceful, we feel the brush of cold wings across our face as the remembrance of past unhappiness flits by.

A great sorrow touches the soul and leaves an indelible mark and life is never afterward just what it was before. I doubt if we can ever fully appreciate happiness unless we have known trouble. We accept it as our natural right. We take it as we do the fresh air and the sunshine and all of nature's bountiful gifts, not altogether ungrateful, but only thoughtless. It is not until we are deprived of liberty that we think to value freedom, and we must first be brought low by unhappiness before we can realize how blessed is the privilege of being happy. It is only after we have come up out of the depths that we know how to be thankful for the moments of joy and peace that come to us in life's uncertain journey. We rejoice to find that the world will not always be dark and that the shadows may yet again be lifted.

And yet, having once held the bitterness of sorrow, the cup can never hereafter be so sweet. If a beloved one has been taken away, if we have stood by an open grave that was about to close forever over one who seemed to embody all the sweetness and light of life, we can never again enjoy the world as before. Time will bring healing and consolation. We will take up the usnal duties, and perhaps find contentment and even happiness, but the light-hearted gayety that feared no evil will have forever departed. Mingling with the song of the birds will be the faint sound of earth falling upon a coffin lid. Amid the perfume of flowers will come the vision of a white face and folded hands. And even while enjoying the warm caresses of the loved ones who are left, will come the chill thought; and they, too, may be taken away. We cling to the happiness that still remains, but we cannot dispel the haunting fear, born of experience, that we may yet be left with empty hands and aching hearts.

We are naturally trustful until we have a practical lesson in doubt. For years we take the keenest enjoyment in a drive behind a spirited horse, until, on some unlucky day, the horse defies control, wrecks the carriage and threatens our lives. Henceforth the pleasure of driving is spoiled lest the same mishap should again occur. We step upon a railway car a hundred times without a misgiving, but if once an accident happens and we barely escape uninjured from the wreck, we can never again undertake a railroad journey with any degree of comfort or pleasure. However much we may enjoy a trip upon the water, if we should ever survive a collision or an explosion, such excursions would be robbed of all pleasure, if, indeed, we could be tempted ever again to venture upon the water. Thus it is not conscience, but experience that doth make cowards of us all.

The same principle obtains in the less material things of life. We all start out with an abounding faith in mankind. We believe everybody to be honest, truthful, virtuous and worthy of confidence. Fortunate is he who does not end by believing nobody to be possessed of these qualities. As we come into social and business relations with our fellow-creatures, we find to our disappointment and regret that men are like the horse and the train and the ship, we may trust them in ninety-nine cases, but in the hundredth our confidence will be wrecked and henceforth we will be full of doubts and fears and anxieties. In our dealings with the world we soon learn to exercise prudence and discretion, and when we are deceived we simply enter the transaction on the side of losses and have no further relations with the dishonest individual. But alas, for us when we are betrayed by those to whom we have given the holy confidence of the heart—the pure trust of the soul! Whither shall we turn for comfort? In vain we pray for a renewal of the old faith. When the bloom which was brushed from the peach is again returned, when our childhood is given us once more, when the dead come to life, then will that lost confidence be restored. The rose leaves and the snowflakes fall not upon any grave so pathetic as that which contains a buried faith. Without a prayer or requiem it is laid away and we weep over it only in the solitude of night when all the world is hushed in unconsciousness.

Digitized by Google

This, I hold, is the saddest feature of a sacred trust betrayed; that never again can we have perfect confidence in those around us. Faith is like a clinging vine, when once the delicate tendrils are torn away it falls to earth to rise no more. When those who are dear to us prove wholly unworthy of our confidence they commit a double sin: they outrage the holiest sentiment of our nature and they destroy forever that faith which is a divine inheritance. For what is life without faith, faith in one another and faith in God? Losing either, we are without anchor and at the mercy of wind and wave. As the years pass by with their hard experiences, how gladly would we call back the simple, child-like faith of early youth, which accepted all mankind for what it seemed to be, and regarded the world as a fair and beautiful garden of Paradise, where happiness, and not misery, should result from eating of the tree of knowledge.

In the usual place upon the wall we hang the new calendar, and we greet the new year with cordial welcome. Notwithstanding its many trials, life is very sweet. Every hour brings something to make us grateful. We need a strong character to fight its battles, a brave heart to meet its adversities, a sublime faith to accept its sorrows, and a humble spirit to bear its victories. It never brings a misfortune that is not followed by a blessing. To make us worthy of life's rich gifts, we owe the very best that we can offer in return. Whatever may be taken away, there will yet be something left worth living for. We will cling to hope as our salvation, for he who still has hope will find also the courage to bravely bear his part in life. May peace and contentment make for everyone a Happy New Year.

GREENVILLE, TEX.

To Woman's Department:

I hope you all have not thought me deaf, dumb or idle all this time when I could not write. For three long, weary months the angels hovered over the couch of my last, my only, baby boy, and when I had begun to think they would leave him with me, they took him away. Oh, how hard to give him up, even in his sweet infancy.

Mrs. Jones, I will send my address, and will be so pleased to correspond with you.

Mrs. Brooker, I can truly say that I did not mean to advocate intemperance in any form. Far be it from me. I am sorry I could not, or did not, express my meaning better. I intended to mean that, since we could not by any possibility, apparently, keep anyone who habitually drank from doing so, that if we grew to think it a less offense perhaps we could bear it better. I do not think I gave any woman's husband any advice that would not make him a better man unless he was perfect already.

I am glad it happened so, too, or we would not have gotten Mrs. Harper's red hot article which seems to have pleased all the ladies, who already believed that way, so well. How many new converts it has made I can not say. I had no idea that my little letter would create such a ripple in our little circle or bring so many hard words hurling about my head.

The boys of No. 155 are still prosperous and popular with the ladies, judging from the number who have married this year and are still intending to before another year.

G. W. Sturgeon and W. E. Scott have both been promoted to the right hand side. They are worthy Brotherhood men whose friends will be glad to see them get to the front.

Mr. Collins, the boss fireman, would have had an engine long ago, but is so popular with the engineers they can not spare him. C. Harpold is now a fireman on the road and will in time, I hope, become a member of the noble B. of L. F., of which the N. Y. Com. Adv. says: "The loyalty and devotion to principles of the brothers employed on the Texas-Pacific and Missouri-Pacific roads during the recent strikes have convinced railroad managers that a contract made with the Brotherhood will be kept kept inviolate and will not hesitate in the future to enter into one when the circumstances require it."

Mrs. Harper, your October and November articles make me long to be young and idle. They breathe of the very freedom and sweetness of the wildwoods. Would that there were nothing sadder than a stroll in the autumn woods, and a happy Thanksgiving afterward. May every reader of the Magazine enjoy a happy Thanksgiving, is the wish of IRENE.

Nov. 13, 1886.

[We are very glad to hear again from our entertaining correspondent, Irene, and pleased to know she was misunderstood in her article on temperance. It is doubtful if anything on earth can make easier the lot of a woman who has an intemperate husband. The burden grows heavier with each succeeding day until death itself seems a blessed relief. It is of no use trying to make the best of it, for there is no best. The many writers and readers of the Woman's Department extend a heartfelt sympathy to Irene in the loss of her babe. Even though we possess our little ones but a few months, their death leaves us desolate and stricken with a grief that cannot be comforted.—ED.]

The Rev. Mr. Maturin, of Lafayette, Ind., believes in woman, but he is dead set aganist woman anywhere save at home or in church. He blames all the ills that flesh is heir to upon the introduction of "women's rights" into the Garden of Eden. Eve had no right to speak to the Serpent until her husband had introduced him.

Digitized by Google

To Woman's Department:

Happiness.

"As unto the bow the cord is,
So unto the man is woman;
Though she bends him, she obeys him,
Though she draws him, yet she follows;
Useless each without the other."

These lines in "Hiawatha" express the natural relation of woman to man, and *vice versa*; though some men are unwilling to admit that women are necessities in this world, and some women are loath to admit that men are necessities, yet the laws of nature affirm them "Useless each without the other;" and, too, the laws of nature have allotted each one a place in this life, and woman cannot fill man's place, neither can man fill woman's place; both are needed in this world of ours.

Woman's true and most noble sphere is in a home. Here is where she can, if she will, do most good; for "The hand that rocks the cradle is the hand that rules the world." What woman can aspire to anything higher than to be a good, true wife and mother? That alone will absorb a life-time and reap a rich reward. But then it does not fall to the lives of all wives to be mothers.

Happiness! The subject is one on which poets have dwelt. Artists have tried to depict it upon the canvas; philanthropists have studied it in all its bearings, that by its aid they might benefit mankind. It is a subject which enters into the life of every human being; which enters into your life and mine, dear readers.

There are some people who, although they possessed the wide world in all its fullness and beauty, could not be happy, while there are some who could be happy with very little. Let me draw two pictures which will illustrate what I mean. A little house, one of a row in a street of a great city. The outside is plain, just such as we see every day. The door is slightly ajar; so we will take the liberty of entering without knocking. Immediately as we do so the strain of a homely song greets our ears:

"Be it ever so humble, there's no place like home;"

and in following the sound we pause at the kitchen door, where the young wife is busily engaged preparing supper against the home-coming of her loving husband.

There is happiness in his home, and we will stand behind the door and watch the meeting of husband and wife, although it is almost sacrilege to do so. She hears his footsteps and runs to meet him. They throw their arms around each other's neck, and kisses long and sweet they press upon each other's lips. Is there not for every heart a shrine to which it brings the sacred offerings of its deepest love? Is it the dear husband? Does not the eager wife run to minister to him as his weary footsteps reaches the threshold of home? And to him is not the outlook from those waiting, watching eyes like the beacon light, that will guide him amid the snares and pitfalls of the day's work and worry at eventide; does not the quiet calm of her movement still his heart till the feverish rush of business is forgotten? He is hushed and at peace; in that hour his heart is laid anew upon her shrine. He recognizes her as the "good" in his life, while she, in trembling awe, gathers up anew the wealth she has won, and her weakness is made perfect in his strength.

These two are happy, although he is but a workingman; and she, well, she is no great beauty; she has but a plain face, but there is the light of love sparkling in her eye. The secret of all true happiness is love. There is happiness.

I need scarcely draw the other picture; it is just the opposite to that which is already before you. Let it be a ducal mansion if you will, where lords and ladies, rolling in wealth meet and mingle, and are surrounded by all the senseless conventionalities of society, which shrivel up the heart and squeeze from out its well-spring the very source of life. Love dare not enter there. The inmates of such a place may find pleasure in dancing, in fetes, in drawing-room parties, but happiness will never be their lot. They will never know what it is to be really happy. If they allowed themselves to descend from their artificiality for one brief moment and to be carried away by the natural instinct of their heart, they would be looked upon as vulgar and fit only to associate with the "clodhopper" who tills the ducal acres or herds the sheep upon the hills. Were I to choose between the two aspects of life which I have brought before you, I should choose the happiness found at the workingman's fireside; the cheerful, loving wife whose very presence makes everything bright and happy. Let all who have them enjoy the wealth of lands and gold, I envy them not. For I believe the love of a true wife will cling to her husband through every adversity. Poverty is very unpleasant, I admit, but I would sooner share it with the kind and loving husband I am so very fortunate as to possess than to be worth millions and to be deprived of his companionship; should fortune frown upon him, I should consider that all the more duty rested upon me to be his comforter in the hours of adversity, when other friends were few.

I care not who you are nor what you have, if you have not love you can not be possessed of a very great store of happiness.

I will close at present, although I have not even touched upon the hem of my subject; for it is, as I have already said, very broad and deep, but I have struck a chord which I hope will vibrate and find an echo in many a heart.

November 23, 1886. PANSY.

Digitized by Google

PROVIDENCE HOUSE,
H. COWES I. OF W. ENGLAND, Nov. 1, 1886.

To Woman's Department:

DEAR MRS. HARPER:—I read your valuable Magazine every month, and am greatly interested in it. I wish we had just such a journal in England.

Irene's article surprised me very much. I cannot understand any woman being an advocate of intemperance. Irene cannot have suffered from any of its attendant evils or such an article would not have emanated from her pen. However, the cause of temperance has been warmly defended by others, Irene, I think, being the only dissenting voice.

My brother is a member of the Solidad Lodge, and he sends me the Magazine monthly and writes in eulogistic terms of the Brotherhood. If I can be of any use to Woman's Department in sending patterns of fancy work, &c., or giving information about the old country, pray command me.

This is my first maiden effort, and should it be consigned to the waste paper basket, it will only have merited its fate.

Apologizing for trespassing on your valuble time, and with hearty thanks for the many pleasant, happy hours your nice Magazine has afforded me,

I am, very truly yours,
CHRISTINE A. GAEL.

[We extend a cordial welcome to our English correspondent, and will take pleasure in publishing anything she may send. No doubt our thousands of lady readers would be very glad of suggestions in regard to fancy work, and we are all eager for information relating to the habits and customs of our cousins across the sea.—ED.]

For Woman's Department.

To a Friend.

They say you are not changed,
And that your love for me remains the same
As in those halcyon days when first we met;
But, yet to me, there seems a difference—
An intangible something that whispers of regret
That we were ever more than friends
Unto each other in the days gone by,
When happiness seemed but a daily portion
Meted out to you and I.

In fancy I can see you as I saw you then,
Ever smiling, ever happy when we met;
With laughter-loving eyes, whose kindly beam
Gave forth no shadow of regret
That you had linked your fate with mine;
You loved me then, at least I fancied so,
And happiness abounded in my heart;
I never thought the future could bring aught but joy.
I never thought from thee to part.

Alas! my joy was brief, for grief came in its stead
To taunt me with the mockery of thy love;
My bright hopes vanished like a day that's dead,
While in my heart I vainly strove
To banish thy dear image; but in vain,
It comes to haunt me yet; I cannot quell the pain
That thoughts of thee bring to my aching heart.
God ever bless thee, darling, and
God pity me if from thee I must part.

MRS. NELLIE BLOOM.

WEST OAKLAND, CAL., Oct. 29, 1886.

WASHINGTON, IND., Nov. 15, 1886.

For Woman's Department:

Lines on the marriage of Miss Lily E. Hall, and Mr. S. Wm. Pettibone, both of Louisville, Kentucky, with the sincere congratulations of the writer.

Ring joyfully ye bells, ring a merry, merry lay,
For we all must be cheerful and happy to-day;
This is the most gladsome of all days in the year
And nature rejoices with all gathered here.

For Pettibone leads to the altar to-night,
A fair, loving partner, his fond heart's delight
And many will envy the bride he has won,
And many will whisper—"How well he has done!"

'Tis with feeling of pride Lily gives him her hand,
For of Pettibones' equals there are few in the land;
With her hand too she willingly gives him her heart
As she softly repeats—"Until death us do part."

May their pathway in future be equally bright,
As this evening their hearts are happy and light;
May they never get side tracked. nor collisions e'er make,
Always have a clear track as this journey they take.

May Earth's choicest gifts to this fond pair be given
And may both gain their checks for reserved seats in heaven;
May no switch be replaced, signals right to the end,
And their home blessed with Pets is the wish of their friend.

MRS. HENRY B. JONES.

AMBOY, ILL, Nov. 26, 1886.

To Woman's Department:

Is there no one to say a word of praise or encouragement for the boys of 35? Hubby is a fireman, also a subscriber to your Magazine. I have been a reader for nearly two years, and in all that time have never seen one word from Amboy. The boys of 35 are a band of noble-hearted men, ever ready to respond when duty calls. I think it is the duty of every wife, mother and sister to do all that lies in her power to encourage them to live up to their motto, Benevolence, Sobriety and Industry.

I was looking over some back numbers of my husband's Magazine the other day, and I found so many nice recipes. Wouldn't it be nice if some of the ladies would exchange ideas about putting up lunches? We all like to have Hubby's pail filled with something nice to eat. Mrs. Harper's talks are always so interesting, and a great deal of help, too, especially to young housekeepers.

I will close now for fear of that waste basket. With best wishes to all and success to the brotherhood, I am yours most truly,

MAY.

[The Woman's Department will publish any suggestions that may be made regarding "hubby's lunch." A man is always sure to think of his wife once at least while he is away from home, and that is when he opens his dinner pail. It is the duty of every good wife to see that his lunch is so nice it can only inspire the most affectionate thoughts of her who prepared it.—ED.]

Digitized by Google

WASHINGTON, IND., Nov. 15, 1886.

For Woman's Department:

Lines on the marriage of Mr. Harry Abbott, Heron, Montana, and Miss Ella Warburton, England, with the congratulations of a host of friends, writer included:

The autumn leaves are falling, the summer days are done,
But our dear friend, Harry Abbott, a lovely bride has won;
He well deserves this blessing, for a noble man is he,
And we hope their future years may prove as happy as can be.

May the husband be as faithful as the lover was of yore,
And the bride e'er so exacting she can never ask for more;
America's daughters tried to win him, yet tried and tried in vain,
His heart was in the keeping of his Ella over the main.

And Harry thought, they're fair enough, but none so fair to me
As the one so faithful, waiting far, far across the sea;
Though the distance be so far away, and rough may be the ride,
'Tis to England, dear old England, I shall send to get my bride.

While Ella thought, though lovers come, their love is all in vain,
For while I live, to Harry, dear, so faithful I'll remain;
I have watched and waited five long years, I'll brave the foaming tide,
There is nothing can prevent me from being Harry Abbott's bride.

So these lovers are united, never more on earth to part,
Their lives they'll live together, hand in hand and heart to heart;
And may Heaven's choicest blessing on this worthy pair descend,
May our Father keep them faithful, truly faithful, to the end.

—[MRS. HENRY B. JONES.

A Good Suggestion.

Let the idea of a place for everything and everything in its place be carried out in all departments of the household. To reduce housekeeping to a system, you must arrange your work after a plan, and let this plan be adhered to. Take it up in an orderly way—not, as so many others do, in a jumble, doing a little of this now, and then a little of that, or trying to do half a dozen things at the same time. Get one thing out of the way before you begin another. Think your work over and decide the order in which it can be done to the best advantage, and, having ascertained from experience what that order is, make it the daily programme. In a short time you will see household matters moving like clockwork. There will be no clash, no confusion. In doing housework, it should be the aim of the housekeeper to save time and labor as far as possible. When one step will answer never take two. By having things in their proper place, and knowing just what is to be done at a particular time, you can economize time and labor to a great extent. Some women make a half dozen trips to the cellar where one would be sufficient if they worked as well with their heads as they do with their hands. They do not take the trouble to think, before going to the cellar or storeroom for one thing, that several other things will be required from that place. All might be brought at the same time, and thus much time saved and many steps. It pays to think these things out.

Memory.

Over the lapse of many years,
Is a bridge of love and silent tears;
Hour by hour it crumbles away,
And only a link remains to-day.

Only a link of that happy past,
When love was young and life could not last,
The sun seemed to shine with a warmer light,
Now 'tis all dark as the darkest night.

We strolled by the sea at eventide,
He talked of when I should be his bride;
And o'er life's way we might safely glide
Hand in hand with love as our guide.

Again I see a picture dear,
An old farm house and hillside near;
About the porch with its wooden piers
Hangs the memory of golden years.

Dec. 26, 1886. —[MRS. G. E. REED.

At Rest.

BY GEORGIE S.

Her hands are folded on her breast,
The aching heart is still at last.
The anguish of her life is past.
Thank God! she is at rest.

Yes, though my love was strong and deep,
How deep, God only can know.
Yet even I who loved her so,
Give thanks that she is now asleep.

But God's own peace is on her brow,
And so I give Him thanks for this,
And stooping down I press now
Upon her lips my last fond kiss.

E. NEW YORK, L. I.

Making It Binding.

"I am a lawyer's daughter, you know, George, dear," she said, after George had proposed and had been accepted, "and you wouldn't think it strange if I were to ask you to sign a little paper to the effect that we are engaged, would you?"

George was too happy to think anything strange just then, and he signed the paper with a trembling hand and a bursting heart.

Then she laid her ear against his middle vest button, and they were very, very happy.

"Tell me, darling," said George, after a long, delicious silence, "why did you want me to sign that paper! Do you not repose implicit confidence in my love for you?"

"Ah yes," she sighed with infinite content, "indeed I do, but George, dear, I have been fooled so many times."

Digitized by Google

Out in the World.

In Boston there are 41,514 more women than men over twenty-one years of age. The question naturally arises who represents politically this excess of disfranchised citizens.

The National Liberal Club, in London, has resolved to establish a National Liberal Ladies' League, to counteract the political work done in the interest of the Troy party by the women of the Primrose League. Both parties are agreed that women may take part in politics. Now, perhaps, they will favor us with some reasons why women should not vote.

It was a Chinese empress, See-heig, who, somewhere about 2,800 years B. C., first discovered and utilized the product of the silk worm. Finding the fibres fine and strong, she prosecuted her researches, learned how to breed and rear the worms and initiated a new industry. The world is thus indebted to a woman for one of its great manufactures.

At the late Parliament of England the obnoxious Contagious Diseases Act was repealed, after a struggle of seventeen years. Over 300 of its members were openly pledged to Parliamentary Suffrage for women. It also passed the Infants Bill, which makes it possible for the courts to regard the wishes of the mother as well as the father in the custody of children. Another act provides for the maintenance of married women who have been deserted by their husbands.

Mayor Grace has appointed two women on the New York board of school commissioners, Mrs. Mary Nash Agnew and Miss Mary Dodge. This is an excellent thing for the schools of that city, and also an encouragement to the friends of equal rights for women everywhere. Mrs. Agnew is the wife of Dr. Cornelius R. Agnew, the oculist, and Miss Dodge is the daughter of the late William E. Dodge. Both have been personally interested in education, and Miss Dodge has especially studied industrial teaching.

Mrs. Clara S. Hays and Miss Nellie E. Rawson have received the degree of Master of Domestic Economy (M. D. E.) from the Iowa Agricultural College, having completed the post-graduate course of study in its School of Domestic Economy. Before entering the Iowa Agricultural College, Mrs. Hays had graduated at Drake University, and Miss Rawson at Iowa State University. They are the only college graduates in the United States who hold diplomas entitling them to the degree of M. D. E.

It is a sad commentary on the perceptions of equity and justice of civilized man that the Chickasaw Indians recognized the rights of married women to have and hold property two years before the law was passed securing the property rights of married women in Mississippi, the pioneer of common law states in this particular. And it may be news to many people that in Mississippi this reform was wrought in 1837 by the individual efforts of a woman, Mrs. B. J. Hadley, the daughter of Major David Smith, an old Indian fighter.

Through the influence of Gov. Clinton, of New York, the legislature of that State granted a portion of the educational fund to endow Mrs. Emma Willard's school at Troy —which was the first instance in the United States of government aid for the education of women. But such was the prejudice against a liberal education for woman, that the first public examination of a girl in geometry (1829) created as bitter a storm of ridicule as has since assailed women who have entered the law, the pulpit, or the medical profession.

"Eli Perkins," otherwise Melville D. Landon, owns two handsome houses in East Seventy-sixth street, in one of which he resides, and he recently bought two more in East Seventy-eighth street. He has made several successful real estate ventures. His wife, who was a Miss Smith, a well-known society belle, manages all the details of his lecturing tours for him and makes his engagements. She possesses rare business ability, and much of her husband's success is due to her push and energy. She is still quite a feature in society, and at her receptions many well-known and fashionable people gather every week.

To My Wife.

Why need you care, dear wife, or heed
The passing of your early grace?
What though the lilies supersede
The springtime roses of your face?
What though the azure of your eyes
Has mellowed to a softer blue?
The fairest tints that deck the skies
Are caught from twilight's fading hue.

Why should the ripened fruit regret
Its summer bloom, howe'er so fair?
Why should you sigh, though Time should set
His crown of silver on your hair?
The sweetest fragrance of the rose
Is from its fragrant petals pressed,
And Nature spreads its earliest snows
Above the flowers she loves the best.

What care we for the vanished years,
Save for the fruit their summers brought;
What care we for our fallen tears
Save for the rainbows on them wrought?
Why should we mourn the joys we shared,
Or see them perish with regret,
Since on the fruit our hearts have fared,
And memory keeps the rainbows yet?

What though our winter time has come,
And summer's buds and blooms expire?
Love hath an ever radiant home,
And bids us welcome to its fire.
He dwelt with us through all the spring;
We sheltered him from summer's heat;
Now at his hearth we'll sit and sing,
And let the wintry tempest beat.

—Lee O. Harris.

Greenfield, Ind.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JANUARY, 1887.

DENVER, COL., Dec. 19, 1886.

EDITOR LOCOMOTIVE FIREMEN'S MAGAZINE:

On page 728 of the December number, I find an article headed "Lively Railroading." I have seen this same article in print before, and while some of the statements are true, others are stretched clear out of reason.

The grade on the Calumet branch is 400 feet to the mile. The curves are 24 degrees, a very common thing on the mountain divisions here.

The freight trains on the mountain divisions of the D. & R. G. usually have three brakemen; but I never heard of seven on any part of the main line or branch, and I have been in the employ of the D. & R. G. for some years. For some time I ran right through Hecla station, between Salida and Leadville.

Passengers are not carried on the Calumet branch under *any* circumstances.

As for the "disintegrated specimens of rolling stock that lie at the bottom of the canyon," they exist almost entirely in the fertile mind of the writer who claims to have made a trip over the branch as a brakeman. I have never known of but one engine leaving the track while coming down the grade, and she did not go so far from the track but that they got her back and she is to-day running on the road.

The engine used on the branch is the same as those used over Marshall Pass. They are narrow-gauge Baldwin, 16x20 inch cylinder, 8x36 drivers, weight about 38 or 40 tons. The cars are the same exactly as those used on the main line and have a capacity of ten and fifteen tons. The brakes used are the Westinghouse straight air brakes, with which every car on the Rio Grande road is equipped. Whoever that writer was, he evidently knew but very little about brakes and engines. He says that in descending the grade, "the locomotive itself runs with the throttle reversed." Reversing a throttle is something new to me. How does a water brake get a grip on the locomotive wheels? I have used the water brake quite a considerable time and I never yet have known it to have anything to do with the wheels. The water brakes work entirely in the cylinders. The water brake is never used except when the engine is reversed. The water brake does not help to hold the engine. Its object is to keep the cylinders and valves lubricated while the engine is running reversed, to keep them from cutting, and it also keeps the engine in condition that she can be easily handled while so running. Engines are sometimes run from Marshall Pass to Salida, a distance of 25 miles, and down a grade of 217 feet per mile, in the back motion. Without the water brake it would be almost impossible to let a light engine down that grade for so long a distance. As for coming from Calumet to Hecla, a distance of seven miles in fifteen minutes, is simply next to impossible. You might do it once in fifty times, the other forty-nine times go into the ditch.

The Calumet branch is certainly a wonderful piece of railroading, but for all that the company have operated it for several years very successfully and have never yet had but the one wreck, that I know of.

Hoping that I have corrected any erronous impressions that article may have created, I remain, Very truly yours, CONDUCTOR.

GALVESTON, TEXAS, Nov. 30, 1886.

EDITOR LOCOMOTIVE FIREMEN'S MAGAZINE:

Nothing within the annals of the Brotherhood has given me more pleasure than my attendance at the second annual ball of Gulf City Lodge 115, as their invited guest, on the night of the 27th. To say that Artillery Hall was beautified with banners and bunting and lovely girls would not be doing it justice. It was majestic! It was superb! On entering the front door the Reception Committee were all smiles and attention. Jim Hussey, Abe Moore, Andy McCabe and Tom Kelly are more than polite and escort the ladies to the dressing room with all the grace of knightly courtiers. Will Powell and John Steinhoff were all excitement, as well they ought to be, for the whole programme does the Gulf City boys unparalleled credit. At the landing of the hall Duncan McClarren and Charlie Harriett were taking up tickets and furnishing programmes. As we enter the hall we can not refrain from an exclamation of delight at its exquisite appearance. The first object that presents itself is the Shield with cross scoops, with "Our Brotherhood" embracing a half circle on top. The motto of the Order, "Benevolence, Sobriety and Industry," underneath, all intertwined with evergreens, surmounted with the beautiful

Digitized by Google

stars and stripes; raising the eyes, the word "Welcome," is cut in evergreens, inlaid in a gold background. Taking a survey of the hall the flags of all nations can be seen drooping in graceful folds; at the rear end "Welcome" is again within a circle of golden stars, all surmounted with salt cedars. The music bursts forth and the dancers mingle for the promenade, foremost is John Steinhoff, followed by Jas. O'Neal in the full enjoyment of new wedded bliss, his bride of only four days is leaning on his arm, lovely in her blush of innocence.

This was a fancy dress ball and the representation of characters were as sublime as they were ridiculous. Every now and again the sonorous voice of the caller could be heard loudly emphasizing "Swing your partners!" We must do the band the justice to say that they put in their "best licks," as the music was as enthralling as the girls were entrancing.

It would not be fair to give all the credit to the Brotherhood, for the great success of this ball, for, indeed, *Our Sisterhood* should should show forth in letters of gold among the decorations. The magic wand of some mythical fairy could not improve the appearaece of the hall, after the deft hands of the Misses Powell, Steinhoff, Lucy, Alphin, Tennis, Caher, Mitchell, Bulasher, and Mrs. O'Neal. At 10p.m. the dancing commenced with about fifty couples on the floor. For two hours they tripped the "light fantastic" with such enjoyment and good fellowship that the firemen were pronounced lordly entertainers. At 12 o'clock supper was announced when all had to unmask. The chagrin of some of the boys can better be imagined than described, when they found into whose ears they were pouring eloquent words of love through the mazes of the dance. One brother found that he had actually proposed to an old maid on whose brow the frost of fifty winters had left a venerable impression. There were about one hundred couples at the supper table and it was a surprise how quickly the good things under which the tables groaned, disappeared. After disposing of the epicurean viands the dancers again returned to the hall and continued the festivities until the "wee sma' hours." Everybody is eloquent in their praises of the committees and their lady friends, who, by their untiring efforts made the ball such a grand success, and may they always meet with as deserved success as they have at their second annual ball, is the wish of J. McD.

POINT EDWARD, ONT., Nov. 8, 1886.

EDITOR LOCOMOTIVE FIREMEN'S MAGAZINE:

Just a few lines to let our brothers know that 221 is still alive and that we are still pushing on with the great mass of Brotherhood men. We cannot report a large increase of membership, but we can say that every one does his best to be a true member of our noble Order. We have just purchased a New set of regalia and we are proud of them, and praise is due to Bros. Muirhead, Watman and Forbes, for their selection of them. Our worthy Master, Bro. Cain, is running on the Midland Division for the present, and we will be glad when he comes back again. Our new Magazine Agent is working hard for subscribers, and says he will beat any of his predecessors and send in the largest lot that has been sent from 221 yet. Success to him. By the way, it is a long time since we have heard from the ladies. Now that so many members are married, I think they would be quite a help to us when our Annual Ball takes place and at many other times. We can only point them to the ladies in Stratford and say: "Go and do likewise." Before closing I must say that Huron Lodge, No. 221, is still to the front. The officers are all working hard and doing all in their power to keep her there, and each member is doing his best to help along our cause, and, hoping this may lead other brothers to write who are well able if they only would, and wishing our Brotherhood a large increase in members this year and that we may still be seen taking the lead in every good work, I am,

A MEMBER OF 221.

SOLIDAD, MEXICO, Nov. 14, 1886.

EDITOR LOCOMOTIVE FIREMEN'S MAGAZINE:

Solidad Lodge No. 305 is not doing so badly, even though she be alone on Mexican soil. Since we organized, on February 20, Bro. J. M. Cornelius has been placed on the right side, and is running engine 20, a fine Baldwin. Our Financier has been on the right hand side of the 21 for some time. Bro. C. E. Jones is running engine 90, also a ten-wheel Baldwin. The boys say he hits her hard, fourteen inches up the hill. Bro. Harry Murray is knocking cars around the Jimulco yard and is doing extra running. We return our sincere thanks for the numberless favors extended to us by Mr. J. S. Turner, Gen'l M. M., at Jimulco. He had our hall furniture shipped to us free of charge, also secured pictures for our Lodge room from the Locomotive Works, presented us with a library and conferred other favors too numerous to mention, all of which are fully appreciated by our members.

SOLIDAD.

THROUGH the kindness of Bros. G. M. Nelson and W. P. Carlisle we have been favored with one of the programmes of the Eighth Annual Ball of Anchor Lodge No. 54, and we must admit it to be the most beautiful and artistic thing of the kind we have yet seen. The boys at Moberly have a reputation for for doing things up in the heighth of style.

Digitized by Google

Personal.

A BOUNCING boy has been added to the family of Bro. J. Bollinger, of 251.

L. HOUSER, of 251, is now running an engine on the L., C. and N. Co., at Lansford.

IT is said that Henry Randall, of No. 14, has a sure remedy for heart disease. How is it, Hank?

O. L. BROWN, master of No. 94, has been promoted to the right hand side. Success to you, Ollie.

CHAS. N. ZEPP, of Eureka Lodge No. 14, is as happy and fat as of yore. Married life seems to rest lightly upon him.

S. R. WILD makes No. 112 a capital Master. He has the interest of his lodge at heart and is faithful to every trust.

JOHN MURPHY, ex-financier of No. 112, is building himself an elegant home at Mt. Vernon. Good for Brother Murphy.

BEACON LODGE has in C. J. Singleton a thorough going officer. His books and accounts will bear the closest inspection.

AT the late ball of Gate City Lodge, No. 93, Brother R. Cusack and his amiable wife rendered valuable assistance on the floor.

JUDGING from appearances, it will not be long before Brother R. W. Wilson, of Avon Lodge, No. 38, will "jump the broomstick."

G. M. JEFFERS, of Albany City Lodge, is among the most earnest workers we have in the east. He is a brotherhood man, head and heart.

E. E. BISHOP, one of 198's faithful members, feels happy over his late promotion and is receiving the congratulations of his many friends.

A. BENDER thought he would be very quiet about it, but the boys of 251 "caught on" in due time and are now patiently awaiting the cigars.

WE note with pleasure the promotion of John B. Fry and P. M. Hesion, of Lodge No. 159, who are doing excellent service on the right hand side.

THE grand march of the ball at Keokuk was led by Brother Carcannan in the most approved style. His graceful figure was the subject of much comment.

WE regret to learn of the death of Mrs. M. Dewar, wife of Brother Dewar, of Saratoga Lodge, No. 209. Brother Dewar has the sympathy of all who know him.

C. CARROLL, who represented No. 103 at Minneapolis, is very popular at Louisville. Brother Carroll is always actively engaged in promoting the welfare of the order.

HERALD LODGE, No. 161, holds its place among the foremost lodges in the order. Emerson says (and he ought to know) that the master is a whole "crew" in himself.

THE ball of Tunnel Hill Lodge was a thorough success, made so by the untiring efforts of the members, who are entitled to great credit for their interest in the order.

THOS. CAWLEY, Past Master of 168, is doing an excellent restaurant business at 522 Mill street, North La Crosse, Wis. For a good square meal call on Brother Cawley.

ALVA E. WALLIS, one of 57's esteemed members was united in marriage December 2d to Miss Annie A. Benson, and a host of friends tender their hearty congratulations.

VICE GRAND MASTER HANNAHAN says that Lodge No. 101, true to its name, is on the "Advance." Good meetings are held, and business is transacted in a masterly manner.

THE members of Gate City Lodge express their profound thanks to Miss Mary E. Neenan, who presented them with the beautiful badges that decorated the committees at their ball.

THE secretary of No. 281 advises us that the special meeting held at New Albany by Vice Grand Master Hannahan was a great success, and that much good was accomplished.

CHAS. WILKINSON, of No. 101, is improving rapidly after a severe attack of "Pacific cold" and "Prescott cough." Liberal doses of "rhubarb," administered by Dr. Igoe, had the desired effect.

JOHN HEINMILLER and Frank M. Bishop, two very worthy members of Albany City Lodge No. 230, have joined the army of benedicts, and in so doing have the good wishes of their host of friends.

OUR correspondent "Mac," of Albany, informs us that Bro. Isaac I. Truax, of No. 230, has taken unto himself the "apple" of his eye. May happiness and prosperity be with you, Bro. Truax.

A FINE young girl has been added to the family of Brother and Mrs. Frank Nebergall, of Moberly, Mo. Frank is very proud of his young daughter, and his many friends congratulate him upon the happy event.

F. B. HARDY, formerly of Buffalo Lodge No. 12, is now a member of San Diego Lodge No. 90, having changed from the East to the extreme West and from the largest to the smallest lodge in the Order.

THE members of No. 38 heartily congratulate Brother R. J. Irwin upon his marriage to Miss Bruce, daughter of Road Master Adam Bruce. The young couple start out in wedded life under the most favorable auspices.

Digitized by Google

IT is with profound regret that we chronicle the death of Mrs. Agnes, wife of Brother S. A. Campbell, of Lehigh Valley Lodge, No. 251. The lodge adopted appropriate resolutions of sympathy to Brother Campbell in his sad bereavement.

AT a fair of Fort Sumpter Post No. 118, G. A. R., Dickinson, Dakota, our genial Brother O. A. Dossky was voted two beautiful railroad sketches, "Old Masters," as the most popular railroad man. Bro. Dosskey is to be congratulated upon the high honor conferred upon him.

IT is with profound regret that we announce the sad death of Mrs. Romig, wife of Bro. C. E. Romig, of Lodge No. 265, who is left with two small children to mourn her loss. Bro. Romig has the heart-felt sympathy of every member of his lodge, in fact of all who know him.

THROUGH the kindness of Bro. Frank X. Hall, we have been favored with a photograph of the elegant banner of Northwestern Lodge No. 82, which has been completed since the late convention. The banner was designed and executed by Mr. Chas. F. Leonard and is a beautiful work of art. No. 82 may well feel proud of it.

VICE GRAND MASTER HANNAHAN held an open meeting at Nicherson, Kan., under the auspices of Reno Lodge No. 258, and much good was accomplished. The Nicherson Register, alluding to our Vice Grand Master, says: "Mr. Hannahan is a most eloquent and logical talker. His power of portrayal and his appeals to the tender sympathies of his audience, coupled with occasional streaks of humor, are great."

"JUDGE" William E. Lockwood, of Philadelphia, took a very conspicuous part in the public meeting of our Order at Columbia, Pa., on December 15. The new title is by no means inappropriate, as Mr. Lockwood is in every sense a "judge" of railroad affairs and more particularly of the "machine" that locomotive firemen are required to feed. Our compliments to Judge Lockwood upon his very felicitous speech at Columbia, and may his clarion voice be heard at many more of your gatherings.

A CERTAIN expelled member who is now located at Lyndonville, Vt., is making himself very obnoxious to members in that locality. He wears a Brotherhood badge at times and again he denounces the order in unmeasured terms and uses his influence to prevent others from joining. If this notice catches his eye he will please give us his attention a moment. We know you, Mr. ——, and we know all about you, and unless you quit your lying and let the Brotherhood and its members alone, this Magazine will present you with a true sketch of your infamous career that will make you hate yourself the rest of your days.

UNION MEETING.

The union meeting held at Columbia, Pa., December 15th, under the auspices of Columbia Lodge No. 252 was a signal success and we take pleasure in copying from the Columbia Herald the following excellent report of the public exercises:

"The public reception given to the people of Columbia, and officers of Grand Lodge of Locomotive Firemen by Lodge No. 252 of this place, in the opera house on Wednesday, December 15th, will be remembered as a red letter event in the history of the order.

In the face of a driving snow storm several hundred people braved the weather and gathered in the opera house to do honor to the locomotive firemen by lending their presence. The stage was tastefully decorated by Mr. Samuel Filbert by placing in prominent places the emblems of the occupation of the men offering the reception. In this Mr. Filbert displayed his usual good judgment.

An overture by the orchestra, prayer by Rev. F. J. C. Moran, and W. B. Given, Esq., was presented by the chairman Mr. Charles N. Downs, and spoke, in substance, as follows:

"Mr. Chairman, Representatives of the Grand Lodge, members of the Columbia Lodge, No. 252, ladies and gentlemen: This hour, gathering and address, is in honor of the Brotherhood of Locomotive Firemen. Your order commands the respect of the people and calls forth admiration for your endeavors to play your part well in sustaining the industries of the land. Brute force is no longer king. Intelligent industry is the source of all power and education is on every lip. It is absolutely and necessarily essential then that we secure an education that will enable us to do something and do it well. Some win their bread by wit and cunning, but the millions must toil and every man who toils needs that training that will help to success in his chosen line.

The first and imperative law therefore is to fit a man to earn a living. I admire the laws of the ancient Jews who were compelled to learn some handicraft a shining example of which law we have in Paul the tent maker. It is a truism worth remembering at all times, that it is not what you do, but how you do it. The fireman should strive to be an engineer, the engineer a master mechanic and the master mechanic a division superintendent.

Your occupation of fireman is an honorable one; not only honorable but useful to man. Watts discovered a mighty force but it remained for the mechanic and enginemen to fully demonstrate its power and put it into use for the benefit of humanity. I have been thinking while looking upon the flag that hangs above me of its relation to your order and as I thought was reminded

Digitized by Google

that the iron roadway helped in the hour of our deepest peril, to preserve its unity and exerted a most potent influence in holding the Union one and indissoluble. The engineman has demonstrated that he is a potent force both in peace and war.

Science and labor each do their part; together they form the perfect whole. Take that beautiful and finished piece of mechanism, the locomotive, and without the fireman it exerts no force.

I would burn it into your memories that every occupation is honorable and useful as long as you use all your energies, trusting in Divine favor. I believe in organization; in organized capital. It is absolutely essential to develope the resources of the country and to deny this right to individual or corporation is anarchy. I believe in organized industry, too. Not for coercion; not like the blind Sampson to be buried in its ruins but to have a just and fair hearing on question of just wages and just profits. A new day dawns on the horizon of industry. Industry must be prepared to meet this new life. Not rashly but wisely, justly and equitably in the spirit of arbitration. Victories won by brute force are as fleeting as the spring snows, but arbitration wins victories that no oppression can weaken. Your power will be more potent if you retain it within your own scope.

Profound thinkers like Henry George say you need legislation. Let your demands be just, backed by the wage earners of the land and the parties will not turn a deaf ear unto your demands.

But my duty is to welcome you. Representatives of the Grand Lodge, in behalf of Lodge No. 252, and citizens of Columbia, we welcome you as the representatives of a body of strong, energetic men; it is not for me to know the workings of your order, but as the tree is known by the fruit, we believe the plant to be a healthy one; especially is this the case with this particular brand of fruit known as No. 252.

Your motto is Benevolence, Sobriety and Industry; of your benevolence you will probably never realize the full effects of your efforts until the last day. The beauties of charity were here portrayed by the speaker in fitting and appropriate terms. Sobriety: how necessary in your dangerous calling is this note of warning to be temperate. All along the road of life you see the bleached bones of the wrecks of those who failed to heed this injunction and incorporate it into their lives, lost for time and eternity.

Industry: I care not how wide the stream or high the mountain of opposition, industry will tunnel the one and bridge the other. You must be practical; professions alone count for nothing; you can't make your promises, as in the case of the Irishman, payable to the corpse. You must infuse life into your profession if you would expect a return. It straightens the curves, lowers grades, bridges the streams and tunnels the the mountains of your existence. In conclusion we bid you and your noble cause God-speed. Forget not that there is an eye that never dims, an ear that is never shut, an arm that never tires and a love that never fails if you put your trust in Him.

After music by the orchestra Rev. F. J. C. Moran filled the time allotted to Miss Annie Bruner by reading two selections, in a very creditable manner, Miss Bruner being detained by sickness.

Mr. William E. Lockwood was next introduced and addressed the audience at length. He said, "I regret that there has been a grievious error committed to-night in attaching the handle of Honorable to my name. I do not know who is responsible for it, but I wish to correct the error. I once and once only aspired to office, ran as road supervisor and was *not* called. The people the next time sought the man and elected me 'squire and I there became a part of the country judiciary. This is the closest call I have ever had of the right to be called Honorable. I do not know what right I have here, but as one of the first duties of the 'squire is to qualify, I will endeavor to qualify myself to be heard this evening. The fireman is the apprentice; he expects to step from the left to the right; it is his ambition to be an engineer. You trust your lives in the experience of the ready and skillful hand of the locomotive fireman; in an emergency when the engineer is disabled the fireman is called to take his place. 'I bow to the peer of any man, the locomotive engineer and fireman' is the language of one who rose to eminence in railroad circles from an humble calling in this town. I refer to Thomas A. Scott.

The nearest work to that of the Almighty is the locomotive. The locomotive engineer of the next decade will be an improvement on the present; he reads more and will know more about this wonderful piece of mechanism. This order set an example for any man or set of men to follow. You, my friends, have many opportunities of holding up their hands. I hope to see the day when the lodges of the firemen will be those of education and when each man will be able to step to the black-board and demonstrate his propositions.

Do you fitly appreciate the safety with which you are carried in your travels? Have you any idea of the power of these monsters? At sixty-five miles an hour on the Bound Brook railroad 664 horse power was exerted. Let us suppose an obstruction ahead: no time to halt; on the self-possession of the driver depends your safety; he opens the throttle wide; the mighty monster responds and you are safe. A different course meant the arresting of that mighty resistance of 664 horse power. Can you appreciate the terrible situation? Judge Lockwood here told

Digitized by Google

an amusing story at the expense of a newspaper reporter who rode on an engine, got filled with wind and didn't know what ailed him The speaker closed his admirable talk by reciting "Who Are the Heroes?"

Grand Master F. P. Sargent was introduced and said, "I shall ask you to be charitable and indulgent with me, called on, as I am, to follow the distinguished gentlemen who have been entertaining you so well. In Port Jervis, 13 years ago, 11 men assembled and asked what can we do to advance the cause of the locomotive firemen? The question then was how shall we improve our position and advance our interests? The result is the order you see represented here tonight. We had no idea then that in 13 years the badge of the order would be worn in every town having a representation of railroad men.

Our organization has three principles, three foundation stones: 'Benevolence, Sobriety and Industry.' They are good principles and the man who lives up to them fits himself well for the duties of life.

I come to you to-night with a record of 340 subordinate lodges and a membership of 17,000. These lodges and these men are pushing forward one of the noblest works conceived by man.

We teach temperance, and in fact might be called a temperance society. It is one of the obligations of the craft. We realize that a good fireman means nerve, determination of mind, and a clear head. The thousands who intrust their lives with these men will doubtless appreciate this fact. We instill into them thrift; to lay aside a portion of their earnings. We teach them industry; to be faithful in the discharge of every duty and obligation, to be respectful and courteous to superior officers and in these ways command the respect and good opinion of their employers and the community at large.

We teach benevolence, recognizing that, when the hour for assistance comes and the arms of protection are needed, we have a duty to perform in relieving and caring for our charges. We have a universal insurance company; all contribute to this fund and when a man is injured and unable to work or is killed and leaves loved ones behind we care for them. Many homes would be desolate to-day but for the strong arm of the brotherhood. In many instances we extend the hand of charity, when by the strict letter of our laws, we are not called to do so. The speaker here detailed many instances where charity had been bestowed.

We are a labor organization banded together to protect us from oppression. The brotherhood believes that the man who renders a fair day's work is entitled to a fair day's compensation. We are not organized for strikes; we have a system; we quietly go before our employers in an honorable way and have never yet failed. If this plan were adopted by other labor organizations it would be with profit; we use reason in the adjustment of difficulties; we all have rights that must be respected, and I believe the railroad officials recognize these facts.

We teach members to be honorable in every walk in life and I say to you now, at all times show proper respect for your superiors and do not forget when you become an engineer that you were at one time a fireman. In conclusion I want to say that the Columbia Lodge is considered a banner lodge and is held up as a model of excellence. I hope the day will come when to be a member of any lodge of this order will be a passport to a position in our chosen calling anywhere.

The address of Mr. G. A. Alexander we will give in full at a later day. It contains much of interest to our people.

By no means the least interesting part of this reception was the banquet given the same evening at the armory to their visitors and members of Columbia Lodge. There were present about one hundred guests who spent several hours discussing the good things prepared by Warren, the caterer of Columbia, and in other social diversions. Altogether it was an enjoyable occasion and will doubtless dwell long in the hearts and memories of those present. A feature of the entertainment was the pleasant reminiscences of Judge Lockwood who occupied the left head of the table and kept the boys in good humor until two o'clock Thursday morning.

On Thursday evening the reception and entertainment of visitors closed with one of the most successful and pleasant social events ever held in Columbia. We refer to the ball given in the Metropolitan Skating Rink. About one hundred couples participated in the grand march and danced until the "wee" hours of the morning.

Mr. Charles W. Downs received letters from Governor Robert E. Pattison and Thos. Gucker, Esq., Superintendent of Philadelphia Division, P. R. R. Co., expressing deep regret that prior engagements covered the date of the reception and expressing their sympathy with the occasion.

THE DISTINGUISHED GUESTS.

Grand Master F. P. Sargent is at present a resident of Terre Haute, Indiana, although his early home was amidst the Green Mountains of Vermont. Mr. Sargent is not over thirty-eight years of age, light in complexion, rather stout and full sized. He has bright, intelligent eyes that give his face a winning expression and a full square jaw that indicates very clearly that he does not lack grit and determination. His manners are easy and devoid of ostentation. As a speaker Mr. Sargent makes no pretentions to oratory, but has a straightforward, earnest, convincing manner that commands the closest attention.

Digitized by Google

Mr. Sargent is at the head of a great industrial order, covering the United States, Canada and Mexico. We are convinced that this Brotherhood has the *right* man at the helm, and that if they will hearken unto his wise words and teachings, its influence will advance with time. Conservative in thought and action, devoted to the true aims of the Order and untiring in his work for its success, we prophecy an honorable and marked future for Grand Master Sargent.

It may seem a little strange to those who know the genial Judge Wm. E. Lockwood, why the Herald calls him "Judge." It is not on account of his distinguished appearance, that would naturally suggest "General;" nor on account of his dollars, although they have touched the million line; nor is it because he is an accepted authority on "hammer blow," but it is for the reason that he was regularly and unanimously elected to the "Country Judiciary" of Chester County. In plain, solid Lancaster we are not much given to showy titles, and the Country Judiciary are known as Justices of the Peace, but in Chester they assume the high title of "Judge."

Judge Lockwood is known throughout the railroad world for his devotion to mechanics, and his knowledge of the locomotive engine. He is a most interesting speaker, full of good points as an egg is of meat and those who were so fortunate as to attend the elegant banquet at Armory Hall can appreciate his rare powers of conversation and his inimitable manner as a story teller.

Master Mechanic Alexander is a practical machinist, and is at present the Master Mechanic of the Northern Central Railroad at their York shops.

Mr. Alexander is socially a very agreeable gentleman. He is wedded to his business and is as well posted in his line as any man in the State. He has written quite extensively on mechanics and published a work that is considered an authority.

During the months of November and December the Grand Master visited the following lodges, viz: Franklin, No. 9, Columbus, O.; Forest City, No. 10, Cleveland, O.; Buffalo, No. 12, Buffalo, N. Y.; Old Post, No. 17, Vincennes, Ind.; Rochester, No. 99, Rochester, N. Y.; Fortune, No. 120, Syracuse, N. Y.; Harrisburg, No. 174, Harrisburg, Pa.; 18-K, No. 210, Schenectady, N. Y.; East Albany, No. 215, East Albany, N. Y.; Rickard, No. 229, Utica, N. Y.; Albany City, No. 230, Albany, N. Y.; Three Brothers, No. 235, Pittsburgh, Pa.; Kennesaw, No. 247, Atlanta, Ga.; Columbia, No. 252, Columbia, Pa.; Trenton, No. 253, Trenton, N. J.; Altoona, No. 287, Altoona, Pa.; Atlantic, No. 291, Brooklyn, N. Y. All of which he reports in good condition and well equipped for the new year.

Amusements.

PLATTSMOUTH, NEB.

From all accounts, the ball of No. 328 was a most successful one. We take pleasure in reproducing a report of the ball taken from one of the papers:

The first annual ball by the local lodge of the Brotherhood of Locomotive Firemen at the Opera House Wednesday was one of the most largely attended ever held in the city. The hall was charmingly decorated with railroad colors. Around the gallery arch were hung red and green streamers, bearing in large letters of silver and gold the name of the lodge and its motto: "Stone Ballast Lodge, No. 328, Brotherhood of Firemen," the motto being "Benevolence, Sobriety and Industry." Across the center of the hall from opposite corners were swung large coils of red and green bunting, and from the intersection of these were suspended the letters "B. of L. F." A row of alternate red and green lanterns took the place of the usual row of footlights, and at each end of the row was an engine headlight. The big bell of an engine behind the wings signalled the dancers to and from the floor. Music of a most satisfactory character was furnished by the Bohemian string band.

During the evening almost or quite one hundred couples were upon the floor, while two or three hundred people witnessed the festivities from the gallery. There were over one hundred couples in the grand march, which occurred at 9 o'clock, and in which many did not join.

The affair was a complete success in every respect. Every feature was carefully and fully and pleasantly carried out. Almost three hundred tickets had been sold, and in spite of he heavy expense the society is a considerable sum ahead. There were many guests from abroad, among them being Misses Cora Woodrow, of Malvern; Ella Guilford, of Glenwood; Annie Anderson, of Pacific Junction; Anna Long, of Omaha; Georgia Lloyd, of Hastings; Eva Murphy, Grand Island; Anna Fitzsimmons, of McPaul; the Misses Keller, of Hastings, and Messrs. John Vicker, of Creston; R. S. Tunic, of Omaha, and many others.

Among the decorations mention may also be made of a brightly polished coal pick and gilded scoop, emblems of the craft, which were crossed at the end of the stage, and every ticket holder and lady present were supplied with a choice button-hole boquet.

For the complete success attained the lodge is indebted to the faithful work of its committees.

The ladies of St. Luke's guild provided a most excellent supper, which was served upon the stage.

DENNISON, OHIO.

On November 24 the first annual ball of Orphans' Hope Lodge, No. 319, was held in the Alhambra Opera House. The music was furnished by the Royal Italian band, of Pittsburgh. The ball was pronounced a thorough success by all who were in attendance. The officers of the Pan Handle railroad did all they could to allow as many members to be in attendance as could possibly be spared.

The hall was nicely arranged and beautifully decorated. The various railroad signals were displayed, as also the star spangled banner, upon which the name and number of the lodge were inscribed. A headlight was placed in each corner of the hall, which added immensely to the beauty of the decorations.

Supper was served in the gallery, and all the good things of the season were among the eatables. During the evening Charles Wagner was presented with a beautiful K. of P. charm as a testimonial to his service in the refreshment department. Uncle William Taif was the donor in behalf of the boys. Uncle Billy is round house foreman, and is very popular.

The members return their thanks to the ladies who contributed so largely to the success of the ball.

SALIDA, COL.

The Salida Daily News gives the following report of the ball of Mt. Ouray Lodge, No. 140:

On last evening one of the largest and most fashionable gatherings of the pleasure-loving portion of our citizens assembled at Craig's opera house to celebrate at the shrine of Terpsichore the fifth annual social of Mount Ouray Lodge, No. 140, Brotherhood of Locomotive Firemen. At an early hour the house was crowded by nearly four hundred gay dancers of the

Digitized by Google

city and from various parts of the State. It was the opening of the social season in this city and can be truthfully said to have surpassed all similar occurrences.

The floor managers, Messrs. Lowery, Steele, Alger, West and McDowell, as well as other members of the Brotherhood were untiring in their efforts to make the hours pass pleasantly for all who participated in the festivities. The youth and beauty of our city and surrounding country were never before so well represented and all seemed intent to "make the frosty night bright as any summer noon." At no other ball given in Salida have our society ladies worn such superb toilets as on this occasion and which so won the admiration of all spectators.

The elaborate arrangements which had been perfected by the Brotherhood were carried out in every detail, and although the hall was crowded to its utmost capacity nothing occurred to mar the pleasure of those present.

Most excellent music was furnished by the Tabor Grand Opera House orchestra, of Leadville, under the direction of Mr. Harry Simons. The orchestra certainly sustained its reputation as being second to none other in the Centennial State.

At the hour of midnight, and during the intermission of the dancing, the vast throng adjourned to the spacious dining room of the Monte Cristo hotel to partake of the many good things that the tables were loaded with. The supper served was in keeping with all other arrangements, and those present were favorably impressed with the fact that the Monte Cristo is unsurpassed in its cuisine department. California fruits, imported confections and an almost endless list of delicacies made up the bill of fare

After the supper was over the merry party returned to the hall and continued to trip the light fantastic and whirl in the mazy waltz until the approach of early dawn, when closed the most enjoyable social event in the history of Salida.

ROODHOUSE, ILL.

From all accounts the ball of J. M. Dodge Lodge, No. 79, was the social event of the season at Roodhouse, Ill. The Evening Eye gives the following glowing account of the affair:

"It was the merriest, the happiest, and by far the best ball I ever attended in Roodhouse."

Thus did a veteran dancer, who had attended all the balls, speak to an Eye-temizer this morning of the grand ball given at the Opera House last evening under the auspices of J. M. Dodge Lodge, No. 79, Brotherhood of Locomotive Firemen. And this expression of opinion was unanimous with all who had the good fortune to attend.

In the first place the work of preparation was begun in due time, and the management was intrusted to an executive committee of three, whose names should be inscribed in letters of gold on the records on the lodge in recognition of the faithful and efficient manner in which they executed the trust committed to their care. This committee consisted of Harvey Adams, John Hyndman and Pat Gorman.

The good judgment of the invitation committee was vindicated by the splendid attendance last evening. There were visitors from nearly every place of importance along the road. Bloomington, Jacksonville, Louisiana, Slater, Jerseyville, Alton, Venice, East St. Louis and several other places were represented. Peculiarly fortunate, also, was the committee in the selection of an orchestra. All united in the verdict that it was the best dance music that had ever been heard in this city. It was furnished by the celebrated Trenchard's band, of Alton.

The opera house had been handsomely and appropriately decorated with flags and evergreens, mottoes of the order, and handsome drawings of locomotives also being conspicuous. But the chief feature was a silver cab bell that was suspended on the stage, and besides being ornamental, this was made to fill a decidedly useful function.

The prompter was Thos. J. Holloway, and his clarion voice rang out with undiminished strength and penetration. He is, without exception, the best caller that has ever presided at a ball in Roodhouse, and the firemen are under many obligations and feel deeply grateful to him for the interest he took and the manner in which he contributed toward making the ball the success it was.

At midnight an adjournment was taken for supper. F. M. Bateman was caterer and the supper was spread at the Phœnix Hotel in that style by which he has gained so enviable a reputation. There was nothing left to be desired, and the 164 guests who sat down to the supper table, were as one, in praise of the arrangements that had been made for their comfort. It was a Thanksgiving dinner in advance.

After refreshments the dancing was resumed and was continued till 4:15 this morning, when the ball was brought to a happy close by a few opportune remarks from Prompter Holloway, who begged leave in behalf of the order to return their sincerest thanks to the numerous guests for their attendance and interest, to the orchestra for their excellent music, to Mr. Bateman for his magnificent banquet, and to all who had aided in making the 5th annual B. of L. F. ball the grand success that everyone acknowledged it was.

WORCESTER, MASS.

We are indebted to the Worcester Daily Telegram for the following account of the Ball of Bay State Lodge No. 73:—The fourth annual ball of the Bay State Lodge No. 73, Brotherhood of Locomotive Firemen, was given in Horticultural hall last evening. A large and pleasant company was in attendance, and the event was one of the most successful and enjoyable of its kind given in the city during the present season. The grand march began at 9 o'clock, and from then on until well into the morning, the hours passed quickly in dancing to the music of Marcy's orchestra, Bicknell being prompter.

The platform, where the orchestra was seated, exhibited an unique and extremely appropriate decoration, in keeping with the character of the ball itself. Upon the right of the stage was a locomotive bell, its standards draped in red, white and green, while on the left were stacked the shovels, pick and bar. In the centre were the red, white and green lights with the accompanying flags. Behind all, at the rear of the stage, two locomotive headlights cast their powerful rays over the floor. The whole made a combination as tasteful as it was appropriate. The successive dances were announced by the locomotive bell, whose loud tones sounded with a familiar clangor in the ears of a large portion of those present.

Among the invited guests present last night were Master Mechanics Albert Griggs of the Providence and Worcester, A. R. Barrett of the Boston and Maine, Mr. H. M. McCambridge, the local agent of the Providence and Worcester, and John McCambridge, the foreman of the Worcester freight department of the Boston and Albany.

A supper, with a full and attractive menu, was served within the hall by Mr. Buckley, caterer.

In accordance with the first of the fitting trio of words that form the motto of the Brotherhood—"Benevolence, sobriety and industry"—the proceeds of last night's ball will be devoted to the relief of sick and distressed members.

DICKINSON, DAKOTA.

Our members at Dickinson, Dakota, are to be congratulated upon the success of their Thanksgiving ball. The Dickinson Press gives the boys the following "send-off:" The members of Onward Lodge No. 41, Brotherhood of Locomotive Firemen, should feel highly gratified by the magnificent success of the ball given by them on Thanksgiving evening. The music, by the Bismarck string band was the best ever heard in the town. About one hundred couples were present and taken as a whole the ball surpassed any previous event of the kind. The N. P. Hotel furnished the supper for the merry dancers.

GRAND ISLAND, NEB,

The Grand Island Independent pays the members of Grand Island Lodge, No. 289, the following handsome compliment upon the success of their late ball; "The B. of L. F. dance at the G. A. R. last night was a complete success in every detail. A large crowd was in attendance, and everything was done that possibly could be for the entertainment of each one present. Considerable money and hard labor was expended for its success, and the boys have the gratification of knowing that it was appreciated.

Digitized by Google

Resolutions.

CHICAGO, ILL., December 1st, 1886.

At a regular meeting of S. S. Merrill Lodge. No. 188, B. of L. F., a special committee was appointed, consisting of three members, Bros. F. Hutchinson, T. P. Murphy and G. P. Smith, to accept, in the name of S. S. Merrill Lodge, the beautiful banner which the sisters of our late Bro. J. Devine presented to them as a token of their esteem and love for the Order. who to them, in their hour of trouble, was by their side,

Resolved, That in accepting this beautiful piece of woman's handiwork, as a token of their appreciation, to S. S. Merrill Lodge, we, the Committee, accept with bowed heads, sad hearts and silent tongues your gift; and be it further

Resolved, That the Banner which we have received be placed and kept in our Hall, not only to remind us of your appreciation, but also to remind *us* of that *end* which awaits us all; and that when our toil here is ended, may our deeds of benevolence remain after us, as the golden words thereon are written: "Benevolence, Sobriety and Industry; and be it further

Resolved, That a copy of these resolutions be presented to the sisters of our late brother, and they be spread on the minutes of said meeting; also that they be published in our Magazine.

F. HUTCHINSON,
T. P. MURPHY,
G. P. SMITH,
} Committee.

[The Banner above alluded to is about two feet by four feet in dimensions. On one side there is a dark background of silk upon which is worked a beautiful bouquet of flowers in bright colors. On the other side worked in golden letters, appear the name and number of our Lodge, with our motto below, which is suspended from a bronze staff, all most artistically arranged and the members of No. 188 will ever be proud to carry this Banner, as the Order takes its place in the rank of the foremost of its kind.

THE COMMITTEE.]

EAGLE GROVE, IOWA, Nov. 15, 1886.

At a meeting of Marvin Hughitt Lodge No. 132, the following preamble and resolutions were adopted:

WHEREAS, We have been called upon for the first time to contemplate one of those mysterious visitations, which moves our sympathy with the greatest force, and reminds us that we are but mortal, and may likewise soon pass away. It has pleased the Great Supreme Master to call from our Lodge and from his field of labor, a brother who has received more than ordinary respect; for in Bro. Geo. W. Parmenter we saw the shining headlight of our lodge. In this dispensation our Order has lost a trusty friend, the community a valuable citizen and his relatives a true and loving kinsman. With sad hearts we realize our loss, and yet we cannot but recognize that a loving Father's hand has been the instrument, and while we mourn with others, we bow in humble submission to the will of Him who does all things for the best. Therefore be it

Resolved, That while we keenly feel the loss we have sustained as an organization, we can but feel and realize the deep sorrow which fills the hearts of those loved ones of his who knew him best and loved him most, and in this, their saddest hour, we extend to them our tenderest, heartfelt sympathy, realizing as we do the greatness of their loss. We desire to transfer to them the friendship and devotion which his life and fidelity won for him in our hearts, while we shall always cherish the brightest recollections of his manly virtues. Be it further

Resolved, That as an expression of our esteem and regard for our deceased brother, and as an expression of our sympathy and friendship for the afflicted family, a copy of the foregoing resolutions be furnished under seal of this Lodge to the stricken family, and a copy sent to the Magazine for publication; that the same shall be placed on the memorial page of our records; that a copy shall be given our town papers for publication, and in conclusion that our charter be draped in mourning for the next thirty days ensuing.

JOHN H. HOWELL,
L. V. ROBERTS,
L. KELLY,
L. HOLLANDER,
} Committee.

HUNTINGTON, IND., Nov. 5, 1886.

At a special meeting of Wm. Hugo Lodge, No. 166, held at their hall on Thursday, November 5, the following resolutions were unanimously adopted:

WHEREAS, It is with sincere and heartfelt sorrow we are called upon to announce the death of our esteemed friend and brother, Henry Vandevender, who lost his life by the hands of a midnight assassin on the night of November 1, 1886.

Resolved, That in the death of Brother Harry Vandevender we have lost a kind and true friend, and noble brother, and his wife and children a kind and loving husband and father; his father and mother a dutiful son; his brothers and sisters a loving brother, and the Chicago & Atlantic R. R. one of its most trustworthy firemen, one who was ever ready in the performance of his duties, pleasant, cheerful, loved and respected by all who knew him.

Resolved, That nothing could have happened in our midst that would have caused more sorrow in our hearts than has the death of Harry Vandevender.

Resolved, That we extend to his wife, mother, father, brothers, sisters and relatives, our sincere sympathy in their sad bereavement, brought so suddenly upon them. These words are very poor and weak beside what our hearts would have them, but we hope they will express a portion of our great love and esteem for him.

Resolved, That the thanks of Wm. Hugo Lodge, No. 166, be and are hereby tendered to the officers and members of Robert Andrews Lodge, No. 165, for their kindly attendance and assistance at the funeral of our late brother. Also we extend our thanks to A. G. Porter Lodge, No. 141, for their kindness in loaning us their regalias for the occasion.

Resolved, That we extend our thanks to our genial foreman, G. D. Brooks, for permitting all firemen possible to attend the funeral.

Resolved, That as a token of respect and esteem for our deceased brother, we drape our charter and hall in mourning for the space of thirty days, and that a copy of these resolutions be presented to the family of the deceased, and that we have them published in our Magazine and the city papers, and also entered in the minutes of our meeting.

GEO. M. MARSTON,
C. E. WYMAN,
P. F. MURPHY,
JOHN FOLEY,
J. R. DICKINSON,
} Committee.

PHILADELPHIA, PA., Nov. 16th, 1886.

At a regular meeting of Ellsworth Lodge, No. 334, B. of L. F., held on Sunday, November 14th, the following resolutions were unanimously adopted:

WHEREAS, The members of Ellsworth Lodge have been the recipients of a very handsome Bible presented to them by Mr. George W. Childs, Editor of the Public Ledger, therefore be it

Resolved, That we tender our sincere thanks to Mr. Childs for such an elegant and valuable present.

Resolved, That we fully appreciate this kind gift and will ever keep it in grateful remembrance of the donor.

Resolved, That a copy of these resolutions be sent to Mr. Geo. W. Childs and also to the LOCOMOTIVE FIREMEN'S MAGAZINE for publication.

WM. AKIN.
CHAS. FORBES.
LOUIS GENAY,
} Committee.

PHILADELPHIA, PA., Oct. 24, 1886.

To Mr. John Wanamaker:

DEAR SIR: At a meeting of Fairmount Lodge No. 333, B. of L. F., held at corner of Fortieth street and Lancaster avenue, October 24th, 1886, a handsome copy of the Holy Bible was formally presented to the Lodge by a committee appointed to select the same. We feel that we are deeply indebted to you for your generous action in our behalf, and we hope that in our reading of that blessed Book our thoughts may be directed upwards to our God who gave us life. We most thankfully accept this Book, and it has been unanimously resolved that the thanks of our Lodge be tendered to you for your kindness in presenting the same to us. By order of the Lodge.

B. F. M. KEFFER, Master.
GEO. V. PLANT, Secretary.

Digitized by Google

ESCANABA, MICH., Dec. 2, 1886.

At a meeting of Mineral King Lodge No. 129, B. of L. F., held November 21, 1886, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Master of the universe to remove from the subordinate lodge on earth to the Grand Lodge on high our esteemed and honored brother, George W. Parmenter, who died at Eagle Grove, Iowa, of typhoid fever; and,

WHEREAS, Brother Parmenter was one of the charter members of Mineral King Lodge, and a man whose character and worth exemplified in an eminent degree the tenets of our profession, brotherly love, relief, and truth, being ever guided by the cardinal virtues of our order, "Benevolence, Sobriety and Industry;" therefore, be it

Resolved, That in the death of our beloved brother the Brotherhood of Locomotive Firemen has sustained a great loss, society has lost a just and upright citizen, and the family an affectionate son.

Resolved, That we extend to the bereaved family our sincere and heartfelt sympathy in this hour of sadness and sorrow. May the Great Ruler of events comfort the hearts of the sorrowing ones, give beauty for ashes, oil of joy for mourning.

Resolved, That a copy of these resolutions be forwarded to the family of the deceased, that they be spread upon the records of this lodge, and forwarded to the Magazine for publication.

J. S. RODGERS,
JOHN TROTTER,
R. LETCHER,
} Committee.

CEDAR RAPIDS, IOWA, Dec. 10, 1886.

At a regular meeting of Hawkeye Lodge, No. 27, held November 28, the members of our lodge were agreeably surprised by the ladies comprising the wives and sisters of our members, who presented us with an elegant bible and altar cloth, with appropriate inscription. It was therefore

Resolved, That the sincere thanks of Hawkeye Lodge, No. 27, be tendered to the ladies for their kind remembrance, and that these resolutions be spread upon the minutes of our lodge and published in our Magazine.

W. T. MCGOUGAL,
C. W. CHEESEMAN,
N. N. SCUYLER,
} Committee.

DICKINSON DAK. Dec. 5, 1886.

At a regular meeting of Onward Lodge No 41, B. of L. F., held December 5, 1886, resolutions were passed as follows:

Resolved, That we express our sincere thanks to Sup't. F. Green, Chief Dispatcher E. R. Knowlton, M. M. A. Bardsley and General Foreman Wm. McLain, and J. C. Thompson for aiding us in many and various ways towards making our third annual ball a complete success.

Resolved. That we appreciate and shall endeavor to prove ourselves worthy of any favor shown to us by our officials.

Resolved, That we present a copy of these resolutions to each of the above named gentlemen, and that a copy of the same be published in our Magazine.

C. E. ALLEN,
E. E. HAGEN,
H. K. STRATTON,
} Committee.

TOPEKA, KAN., Nov. 28th, 1886.

At a regular meeting of Flower of the West Lodge No. 205 the following resolutions were unanimously adopted.

WHEREAS, This Lodge has been favored with the receipt of a large and very beautiful wax flower bouquet, presented by Miss. Katie Holloway and the handiwork of the donor, therefore be it

Resolved, That our most sincere thanks be tendered to Mrs. Katie Holloway and that a copy of these resolutions be given to her and that a copy be spread on the minutes of the Lodge, and also sent to the Magazine for publication.

J. R. MUSSELMAN, Committee.

OIL CITY, PA., Dec. 15. 1886.

At a regular meeting of Derrick Lodge No. 217, held December 14th, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to take from our midst by collision our worthy brother, Thos. Mack, therefore be it

Resolved. That in his death we have lost a true member and his wife a loving husband.

Resolved, That we extend our heartfelt sympathy to his wife and family in this, their hour of affliction, earnestly wishing it was in our power to soften the blow which they have been called upon to bear.

Resolved, That the thanks of this Lodge be extended to Mr. E. H. Witter, Supt. B., N. Y. & P. R. R., for his kindness in furnishing transportation for members and friends returning from the funeral; also to Mr. Hill, Master Mechanic at New Castle, for his kindness on the day of the funeral; also to the officers and members of Minerva Lodge No. 314, for their kindness in assisting at the funeral.

Resolved, That as a mark of esteem we drape our Charter in mourning for the space of sixty days, and that a copy of these resolutions be presented to the widow of our late brother, and that a copy be sent to the Magazine for publication.

E. MCABEE,
JOHN DAVIS,
C. S. WHEELOCK,
} Committee.

CAMDEN, N. J., Dec. 9, 1886.

At a regular meeting of Welcome Lodge, No. 72, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, Welcome Lodge, No. 72, B. of L. F., was presented with a very beautifully worked altar covering by the lady friends of the lodge; be it therefore

Resolved, That the sincere thanks of this lodge be tendered to the ladies for their handsome and useful gift.

Resolved, That Mrs. Lucy Kern receive special mention as the prime mover and worker of this handsome present.

The cover consists of a large square of garnet plush cloth, upon which is worked the name and number of the lodge, also the emblems of the order, with a cluster of daisies in each corner. Brother George M. Kern made the presentation in a very neatly rendered speech, and it was received for the lodge by Master Wiggins, with a few well chosen remarks.

H. HARRIS,
W. FORT,
GEO. M. KERN,
} Committee.

BOSTON, MASS., Nov. 15, 1886.

At a meeting of Boston Lodge, No. 57, the following resolutions were adopted:

WHEREAS, It is with profound sorrow we announce the death of our worthy brother, H. W. Leeds, who was called to cross the threshhold of the Supreme Master of the universe, on November 4.

WHEREAS, The relations held by our deceased brother with the members of this lodge render it proper that we place on record our appreciation of his merits as a man and worthy brother; therefore be it

Resolved, That while we bow in humble submission to the will of the Divine Master, we none the less mourn the loss of our worthy brother, who was so early cut down in the full vigor of manhood.

Resolved, That in the death of Brother Leeds our order has lost a worthy member, the railroad company a steady, sober and trustworthy employe, and the young, grief-stricken wife a loving and devoted husband.

Resolved, That we tender the members of the bereaved family, especially the wife, our sincere sympathy, knowing how inadequate are words to lessen the desolation of the heart, earnestly wishing it were in our power to allay the grief and anguish of the ones deeply bereaved; and be it further

Resolved, That as a token of respect and esteem for our departed brother, our charter be draped in mourning for thirty days, and that these resolutions be published in our Magazine.

A. W. SPURR, Committee.

Digitized by Google

ARMOURDALE, KAN., Aug. 28th, 1886.

At a special meeting of Kaw Valley Lodge, No. 313, held August 16th, 1886, the following resolutions were unaimously adopted.

WHEREAS, Having been organized but three months the members of Kaw Valley Lodge, No. 313, B. of L. F., are called on to mourn the loss of our worthy Brother, Charles Haid, whose death was caused by his engine exploding. Aug, 10th, 1886.

WHEREAS, It having pleased the Grand Master of the universe in His infinite wisdom to remove from our midst, our beloved and respected Brother, Charles Haid, therefore be it

Resolved, That by his death the Brotherhood of Locomotive Firemen has lost a true and earnest advocate and one, whom, for his many virtues, they all admired, and his wife and child, a loving and faithful husband and father.

Resolved, That we extend to his widow and family our heart-felt sympathy in their sad bereavement and commend them to Him, who alone can heal the heart in its deepest sorrow.

Resolved, That a vote of thanks be tendered to the officers and members of Kansas City Lodge, No. 74, also to Bro. Hines, of Lodge No. 204, for their kind attendance at the funeral.

Resolved, That the thanks of Kaw Valley Lodge No. 313 be and are hereby extended to William Parr, Round House Foreman, for relieving so many members to attend the funeral.

Resolved, That as a token of esteem to the memory of our deceased brother, we drape our charter for the space of thirty days.

Resolved, That a copy of these resolutions be sent to the wife and family of the deceased and spread upon the minutes of this meeting and a copy be sent to our Magazine for publication.

"The sands of time will wash away
The foot-prints of the past.
But on our hearts his name shall be
As long as life shall last."

JOHN LYNCH,
JOHN DONIVAN,
J. L. Morris,
} Committee.

BROOKLYN, N. Y., Dec. 25, 1886.

At a regular meeting of Atlantic Lodge, No. 291, B. of L. F., held December 11, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from our midst our brother, Thomas H. Gurnell, who was killed in a collision at the Flatbush depot, Brooklyn, N. Y., on the 3d day of December; therefore, be it

Resolved, That by the death of Brother Gurnell this lodge loses a friend and brother, who was always active in his efforts for the good and welfare of the lodge; his family a loving and dutiful son and brother: the community an esteemed citizen, and the Long Island Railroad company a trustworthy engineer, who was ever prompt in the performance of his duties.

Resolved, That while we bow in humble submission to the will of the Almighty Creator, we sincerely mourn his sudden death and deeply deplore the accident which has deprived us of a companionship of a noble-hearted brother, yet consolation is afforded us by the thought that our loss is his eternal gain.

Resolved, That we tender the members of the bereaved family, especially the sorrow-stricken mother, our sincere sympathy in their hour of affliction.

Resolved, That the thanks of Atlantic Lodge, No. 291, be and are hereby extended to J. J. McCaffrey and Just In Time Lodge, No. 149, and Bartholdi Lodge, No. 309, for their kind attendance and assistance at the burial of our deceased brother.

Resolved, That our thanks be and are hereby extended to our esteemed Master Mechanic, Mr. C. A. Thompson, for his commendable kindness in procuring transportation for those desiring to attend the funeral of our deceased brother: also, to Master Mechanic C. A. Ball, of the Brooklyn Elevated railroad; also, to Miss Louise Smith and members of Division 299, B. of L. E., for their assistance at the burial of our late brother; be it further

Resolved, That as a just tribute to the memory of our departed brother we drape our chart in mourning for the space of thirty days, and that a copy of these resolutions be engrossed and presented to the bereaved family, also that they be entered upon the minutes and a copy be forwarded to our Magazine for publication.

W. C. LATIMER,
W. M. VALENTINE,
GEO. W. BRUNO,
} Committee.

DECATUR, ILL., Dec. 19, 1886

At a regular meeting of John M, Raymond Lodge, No. 49, B. of L. F., held at their hall on the 19th inst., the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, in His infinite wisdom, to remove from our midst our beloved and faithful brother, Frank Davis, by that dread disease, consumption; therefore, be it

Resolved, That in the death of Brother Frank Davis this lodge mourns the loss of a brother who was ever ready to proffer the right hand of fellowship and the voice of sympathy to the needy and distressed of the fraternity: an active member, whose utmost endeavors were exerted for the welfare of his lodge; a friend and companion who was dear to us all: a citizen whose noble and upright life was a standard of emulation to his fellow men.

Resolved, That the heart-felt sympathy of this lodge be and is hereby tendered to the wife and family of our deceased brother in this their hour of trial and affliction.

Resolved, That these resolutions be entered in the records of the lodge and a copy be sent to the wife and family of our deceased brother: also, that a copy of the same be sent to our Magazine for publication.

Resolved, That our charter be draped in mourning for the space of thirty days as a token of respect for our late brother.

ALEX. H. SUTTON,
GEORGE GREEN,
GEORGE MILLER.
} Committee.

ARGENTA, ARK., Dec. 1, 1886.

At a special meetiug of the Three Branch Lodge, No. 304, held November 30, the following resolutions were adopted:

WHEREAS, We are, for the first time in the history of the lodge, called upon to chronicle the death of a worthy brother, Dave Mooberry having died of congestion November 17, 1886; therefore be it

Resolved, That by the death of Brother Mooberry this lodge loses a warm friend and brother, who was always first to aid a friend, brother or lodge.

Resolved, That, actuated by brotherly love, we extend to the bereaved relatives our heartfelt sympathy.

Resolved, That as a tribute of respect to our departed brother our charter be draped in mourning for thirty days, and that a copy of these resolutions be forwarded to the Magazine for publication.

WM. FARLEY,
A. S. WILLBANKS,
F. H. BARRETT,
} Committee.

NEW TACOMA, W. T. Nov. 15, 1886.

At a special meeting of Mt. Tacoma Lodge No. 192, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His infinite wisdom to remove from our midst our beloved Bro. Morris B. Taylor; therefore be it

Resolved, That in the death of Bro. Taylor our Lodge has lost a good and noble member, and although we deplore his loss we humbly submit to Him who doeth all things well.

Resolved, That we tender to his wife and father our heartfelt sympathy in their bereavement, assuring them that we share their loss and sorrow.

Resolved, That we drape our charter in mourning for the space of thirty days, and that these resolutions be published in our Magazine, and that a page in our minute book be suitably inscribed to his memory, and that a copy of these resolutions be sent to his wife and father.

Resolved, That the thanks of this Lodge be tendered to Master Mechanic H. H. Warner, for granting the brothers leave of absence to attend the funeral, and many other favors extended to our Lodge.

C. W. TULLIS,
BENJ. HOLGATE,
J. W. GALE,
} Committee.

Digitized by Google

Letters of Thanks.

PHILADELPHIA, PA., Oct 20, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen.

DEAR SIRS AND BROTHERS—It is with feelings of sincere gratitude that I wish to acknowledge the receipt of draft for $1,500, due me on my disability claim.

The draft was presented to me by F. Dupell, Financier of Enterprise Lodge, No. 75.

I wish also to tender to the members of No. 75 my warmest thanks for their kindness and assistance during my long period of sickness and suffering.

To those who are strong and able-bodied, I would say, be sure and keep up your good standing, for you know not how soon misfortune may overtake you.

That prosperity may attend the Brotherhood, and that it shall forever continue in its noble mission of charity and peace, is the earnest wish of

Yours sincerely and fraternally,

JOHN GUINN.

ARMSTRONG, KAN., Dec. 10, 1886.

To the Officers and Members of Kaw Valley Lodge, No. 313, B. of L. F.

DEAR SIRS—I have received the sum of fifteen hundred ($1,500) dollars from your worthy Financier, Mr. J. W. Scarff, as payment in full of the policy of my husband, Charles Haid. Please accept my heartfelt thanks for the prompt payment of the insurance, and also for your beautiful floral tribute and many other kindnesses received at your hands. I hope your Brotherhood may meet with continued prosperity in its noble mission. Yours truly. BELL HAID.

LANCASTER, PA., Aug. 28, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen.

DEAR SIRS—I desire to acknowledge through the columns of your Magazine the receipt of $1,500 from F. Dupell, Financier of Enterprise Lodge, No. 75, as payment in full of policy of my late son, E. B. Carpenter.

Accept my warmest thanks, and permit me to express the hope that prosperity may always attend the Brotherhood, and that it may long continue a blessing to its members and their families.

Very respectfully yours,

MRS. ANNIE CARPENTER.

CHICAGO, ILL., Oct. 1, 1886.

To the Officers and Members of Chicago Lodge, No. 95, B. of L. F.

GENTLEMEN—I have received through your Financier the sum of fifteen hundred dollars, the full amount of the insurance on the policy held by my son in your grand Brotherhood.

Permit me to offer to you my sincere thanks for the many acts of kindness shown to him during his sickness, also to the family and wife, and I hope the noble work of your order may ever prosper and continue to be a fountain of happiness to its members. Coming in daily contact with you, as I trust, the feeling will possess you all that any request you make of me, will be readily granted.

Please accept the small token accompanying this letter, not for its intrinsic value, but as a memento of the past. I hope the future may have nothing to keep you from carrying out the true principles of your organization. Respectfully yours,

E. Y. DECATUR.

ALTOONA, PA., Nov. 27, 1886.

To the Brotherhood of Locomotive Firemen:

I hereby desire to return my sincere thanks to the officers and members of Altoona Lodge, No. 287, for their kindness in paying to me the draft on my policy of $1,500, which I have received from our worthy financier, F. A. Davis.

Hoping that God will bless all the members, and that the Brotherhood will continue to prosper and be successful, I remain your disabled brother.

G. E. MONAHAN.

MIDDLETOWN, N. Y., Nov. 1, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen.

GENTLEMEN—I have this day received at the hands of the Financier of Adopted Daughter Lodge, No. 3, Mr. George Auchter, $1,500, the amount due me on the policy held by my late husband, Harrison H. Purdy, and wish through your valuable Magazine to return my sincere thanks. Words are inadequate to express the gratitude I bear for your noble order. I also desire to extend my heartfelt thanks to the members of Adopted Daughter Lodge, Lucky Thought and Deer Park, who so kindly assisted at the funeral, and in offering their assistance and service.

With best wishes for the prosperity of the Brotherhood, I am your sincere friend,

MRS. MARY A. PURDY.

KANSAS CITY, MO., Dec. 6, 1886.

To the Brotherhood of Locomotive Firemen.

DEAR SIRS—I have received through Mr. J. C. Sharp, Financier of Montezuma Lodge, No. 204, a draft for $1,500 upon the claim of my late husband, J. H. Sutfin, for which I return my sincere thanks. That your noble order may always prosper is the wish of

Yours respectfully, MRS. E. J. SUTFIN.

DAYTON, W. T., Nov. 15, 1886.

To the Officers and Members of Mt. Hood Lodge, No. 167.

DEAR SIRS AND BROS.—I have no words to express my thanks to the B. of L. F., and the members of No. 167 especially for the timely and liberal assistance rendered by the payment of my disability claim.

I received to-day from our financier, Brother G. M. Thompson, a draft for fifteen hundred dollars ($1,500), for which accept my heartfelt thanks.

May the good work of our noble order continue.

Yours in B. S. and I., E. G. ANDERSON.

TORONTO, ONT., October 20, 1886.

To the Brotherhood of Locomotive Firemen;

SIRS: I wish to acknowledge the receipt of a draft for $1,500, the amount due me on the policy held by my husband, for which I return my heart-felt thanks. Words fail to express my gratitude to the Brotherhood. I also extend my sincere thanks to the members of the Lodge for their uniform kindness in the hour of affliction. May Heaven's choicest blessings rest upon you each and all, is the sincere wish of

Yours Respectfully,

MRS. EMILY BOULTON.

TOLEDO, OHIO, Oct. 26, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish to return my sincere thanks to you, one and all, through the columns of your Magazine for a draft for the amount of $1,500, which I received through G. W. Nesper, Financier of C. R. Whipple Lodge No. 142, in payment of the policy of my son, Joseph Collins.

I also desire to return my thanks to the officers and members of C. R. Whipple Lodge No. 142, for their kind attention to my son during his sickness.

That the Brotherhood may live long and prosper is the sincere wish of MRS. MARY COLLINS.

SPRINGFIELD, O., Nov. 18, 1886.

To the members of Scioto Lodge, No. 202, B. of L. F.:

DEAR BROTHERS—I desire to give my sincere thanks to you all for the kindness you bestowed upon my husband during his suffering and for paying your respects to his body when life was gone. I was absent from home, and to know that sympathetic brothers watched over and cared for him is to me a great satisfaction. These words can but poorly express my gratitude for your kindness, and hoping that God may never send such a fearful affliction upon any member of your lodge, and that He may guide you safely in the path of righteousness to His home in heaven, I remain yours truly,

MRS. AGNES MARTIN.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JANUARY, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., January 1, 1887.

ASSESSMENT NOTICE FOR JANUARY.

Assessments Nos. 1 and 2.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

1. George Beltz, of Golden Link Lodge, No. 250, died of Bright's disease, November 10th, 1886.
2. James Kelly, of Elmo Lodge No. 42, was thrown from a wagon and killed, November 12th, 1886.
3. G. W. Parmenter, of Marvin Hughitt Lodge No. 132, died of malarial fever, November 14th, 1886
4. J H Bruckshaw, of Forest City Lodge No. 10, was killed in a collision, November 25th, 1886
5. Frank Brenn, of Welcome Lodge No 72, was totally disabled by the amputation of both his legs, resulting from being run over by cars, November 26th, 1886.
6. Frank Davis, of J. M. Raymond Lodge No. 49, died of consumption, November 30th, 1886.
7. Rodger Kiley, of Emmett Lodge No 288, was killed by jumping from his engine, December 1st, 1886.
8. V. H. DeHam. of Solidad Lodge No. 305, died of heart disease, December 2d, 1886.
9. Thos H. Gurnell, of Atlantic Lodge No. 291, was killed in a collision, December 3d, 1886
10. E. A. Young, of Avon Lodge No. 38, committed suicide, December 4th, 1886.
11. S Brown, of New Hope Lodge No. 37, was declared totally disabled with total blindness, December 10th, 1886.
12. Wm. McCammon, of J. M. Raymond Lodge No. 49, was declared totally disabled with disease of the spinal nerves, December 15th, 1886.
13. M W. Keegan, of Rochester Lodge No. 99, was declared totally disabled with epilepsy, December 15th, 1886.
14. J. H. Starr, of Black Hills Lodge No. 86, was declared totally disabled with paralysis, December 24th, 1886.

The above assessments are levied as follows:

Assessment No. 1, amount ONE DOLLAR, is levied upon Claim No. 1, and all members who were admitted on or before NOVEMBER 10th, 1886, are liable therefor.

Assessment No. 2, amount ONE DOLLAR, is levied upon Claim No. 14, and all members who were admitted on or before DECEMBER 24th, 1886, are liable therefor.

You are required to pay the above assessments to the Collector of your Lodge on or before JANUARY 25th, 1886, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., December 1, 1886.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending November 30, 1886:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 24.	Assessm't No. 25 & 26.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 24.	Assessm't No. 25 & 26.	TOTAL.
1	$8	$60		$68 00	71	$5	$50		$55 00
2	19	20		39 00	72	21	91		112 00
3	43	168		211 00	73	3	54		57 00
4	13	86		99 00	74	18	33		51 00
5	1	85		86 00	75	44	158		202 00
6	11	40		51 00	76	13	33		46 00
7	1	28		29 00	77	54	75		129 00
8	10	41		51 00	78	..	84		84 00
9	57	39		96 00	79	6	43		49 00
10	27	57		84 00	80	...	...	188	188 00
11	10	121		131 00	81	1	81		82 00
12	54	222		276 00	82	8	...	172	180 00
13	..	102		102 00	83	8	48		56 00
14	50	116		166 00	84	..	77		77 00
15	3	39		42 00	85	..	44		44 00
16	33	123		156 00	86	18	55		73 00
17	32	18		50 00	87	...	28		28 00
18	28	51		79 00	88	25	...		25 00
19	..	32		32 00	89	...	...		.....
20	10	30		40 00	90	...	9		9 00
21	23	29		52 00	91	14	17		31 00
22	4	19		23 00	92	20	9		29 00
23	24	21		45 00	93	2	72		74 00
24	25	37		62 00	94	11	56		67 00
25	25	48		73 00	95	48	51		99 00
26	7	59		66 00	96	4	34		38 00
27	24	64		88 00	97	16	40		56 00
28	...	70		70 00	98	26	22		48 00
29	1	44		45 00	99	15	69		84 00
30	3	16		19 00	100	21	16		37 00
31	40	41		81 00	101	85	109		194 00
32	7	28		35 00	102	...	45		45 00
33	6	56		62 00	103	17	103		120 00
34	...	...	116	116 00	104	29	21		50 00
35	22	16		38 00	105	7	92		99 00
36	11	55		66 00	106	2	27		29 00
37	...	56	116	172 00	107	26	66		92 00
38	...	64		64 00	108	...	26		26 00
39	...	63		63 00	109	11	55		66 00
40	1	73		74 00	110	1	30		31 00
41	6	14		20 00	111	8	44		52 00
42	...	36		36 00	112	32	44		76 00
43	1	82		83 00	113	12	31		43 00
44	7	74		81 00	114	...	22		22 00
45	19	64		83 00	115	2	29		31 00
46	26	24		50 00	116	10	37		47 00
47	...	119		119 00	117	...	...	102	102 00
48	8	66		74 00	118	3	20		23 00
49	16	34		50 00	119	7	31		38 00
50	2	141		143 00	120	6	64		70 00
51	12	43		55 00	121	26	29		55 00
52	11	97		108 00	122	12	48		60 00
53	8	41		49 00	123	23	44		67 00
54	16	79		95 00	124	10	27		37 00
55	3	28		31 00	125	24	27		51 00
56	12	17		29 00	126	10	17		27 00
57	100	218		318 00	127	28	54		82 00
58	6	7		13 00	128	...	26		26 00
59	33	54		87 00	129	4	57		61 00
60	13	60		73 00	130	1	77	160	238 00
61	55	42		97 00	131	3	20		23 00
62	9	52		61 00	132	2	27		29 00
63	13	33		46 00	133	...	31		31 00
64	5	22		27 00	134	4	16		20 00
65	11	65		76 00	135	3	51		54 00
66	11	54		65 00	136	6	10		16 00
67	17	79		96 00	137	...	27		27 00
68	39	60		99 00	138	...	33		33 00
69	...	43		43 00	139	5	16		21 00
70	7	24		31 00	140	5	54		59 00

Digitized by Google

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 24.	Assessm't No. 25 & 26.	TOTAL.
141	...	103	.....	$103 00
142	35	49	.....	84 00
143	31	16	.....	47 00
144	5	27	.....	32 00
145	3	28	.....	31 00
146	27	19	.....	46 00
147	7	20	.....	27 00
148	11	11	.....	22 00
149	55	161	.....	216 00
150	12	38	.....	50 00
151	8	45	.....	53 00
152	4	13	.....	17 00
153	20	53	.....	73 00
154	...	55	.....	55 00
155	...	15	.....	15 00
156	...	53	.....	53 00
157	10	12	.....	22 00
158	15	35	.....	50 00
159	16	20	.....	36 00
160	19	24	.....	43 00
161	7	49	.....	56 00
162	...	91	.....	91 00
163	8	20	.....	28 00
164	4	41	.....	45 00
165	10	30	.....	40 00
166	49	30	.....	79 00
167	9	32	.....	41 00
168	41	35	.....	76 00
169	12	92	.....	104 00
170	8	32	.....	40 00
171	5	13	.....	18 00
172	...	55	.....	55 00
173	7	32	.....	39 00
174	30	94	.....	124 00
175	4	31	.....	35 00
176	...	...	.....	... ...
177	9	34	.....	43 00
178	20	37	.....	57 00
179	48	30	.....	78 00
180	19	6	.....	25 00
181	...	21	.....	21 00
182	5	21	.....	26 00
183	24	...	.....	24 00
184	1	18	.....	19 00
185	14	13	.....	27 00
186	32	25	.....	57 00
187	...	14	.....	14 00
188	3	58	.....	61 00
189	...	34	.....	34 00
190	15	17	.....	32 00
191	4	26	.....	30 00
192	...	...	38	38 00
193	8	11	.....	19 00
194	5	36	.....	41 00
195	2	51	.....	53 00
196	...	18	.....	18 00
197	1	31	.....	32 00
198	1	15	.....	16 00
199	...	25	.....	25 00
200	...	...	.....	... ...
201	...	31	.....	31 00
202	5	40	.....	45 00
203	20	36	.....	56 00
204	25	9	.....	34 00
205	...	53	.....	53 00
206	27	8	.....	35 00
207	...	64	.....	64 00
208	2	31	.....	33 00
209	9	18	.....	27 00
210	...	32	.....	32 00
211	9	54	.....	63 00
212	6	25	.....	31 00
213	25	18	.....	43 00
214	6	26	.....	32 00
215	1	45	.....	46 00
216	22	41	.....	63 00
217	4	7	.....	11 00
218	...	...	.....	... ...
219	2	36	.....	38 00
220	3	46	.....	$49 00
221	...	35	.....	35 00
222	22	24	.....	46 00
223	10	8	.....	18 00
224	3	22	.....	25 00
225	4	21	.....	25 00
226	1	29	.....	130 00
227	12	11	.....	23 00
228	2	...	162	64 00
229	...	31	.....	31 00
230	...	59	.....	59 00
231	53	42	.....	95 00
232	4	21	.....	25 00
233	7	14	.....	21 00
234	17	16	.....	33 00
235	17	24	.....	41 00
236	3	9	.....	12 00
237	7	47	.....	54 00
238	5	16	.....	21 00
239	2	12	.....	14 00
240	1	62	.....	63 00
241	...	...	.....	... ...
242	3	41	.....	144 00
243	12	14	.....	26 00
244	...	...	138	38 00
245	3	21	.....	24 00
246	4	20	.....	24 00
247	5	11	.....	16 00
248	4	14	.....	18 00
249	4	13	.....	17 00
250	...	56	.....	56 00
251	3	22	.....	25 00
252	...	70	.....	70 00
253	10	31	.....	41 00
254	23	26	.....	49 00
255	19	14	.....	33 00
256	...	28	.....	28 00
257	...	...	56	56 00
258	...	20	.....	20 00
259	38	...	.....	38 00
260	9	17	.....	26 00
261	4	...	52	56 00
262	9	11	.....	20 00
263	18	14	.....	32 00
264	...	36	.....	36 00
265	...	47	.....	47 00
266	...	34	.....	34 00
267	17	20	.....	37 00
268	27	20	.....	47 00
269	6	27	.....	33 00
270	15	45	.....	60 00
271	...	22	.....	22 00
272	...	26	.....	26 00
273	2	39	.....	41 00
274	54	19	.....	73 00
275	14	10	.....	24 00
276	...	...	.....	... ...
277	15	10	.....	25 00
278	13	9	.....	22 00
279	1	6	.....	7 00
280	...	33	.....	33 00
281	14	8	.....	22 00
282	10	16	.....	26 00
283	6	25	.....	31 00
284	15	40	.....	55 00
285	16	15	.....	31 00
286	10	67	.....	77 00
287	5	48	.....	53 00
288	...	17	.....	17 00
289	22	7	.....	29 00
290	19	13	.....	32 00
291	33	26	.....	59 00
292	7	6	.....	13 00
293	2	49	.....	51 00
294	4	24	.....	28 00
295	...	18	.....	18 00
297	16	17	.....	33 00
298	13	15	.....	28 00
299	...	25	.....	$25 00
300	...	...	80	80 00
301	$1	19	.....	20 00
302	8	20	.....	28 00
303	...	12	.....	12 00
304	...	18	.....	18 00
305	...	20	.....	20 00
306	11	17	.....	28 00
307	...	36	.....	36 00
308	3	15	.....	18 00
309	6	13	.....	19 00
310	2	17	.....	19 00
311	...	15	.....	15 00
312	...	19	.....	19 00
313	15	17	.....	32 00
314	...	15	.....	15 00
315	2	22	.....	24 00
316	3	21	.....	24 00
317	1	37	.....	38 00
318	...	...	.....	... ...
319	...	...	.....	... ...
320	40	20	.....	$60 00
321	...	14	.....	14 00
322	2	17	.....	19 00
323	...	24	.....	24 00
324	...	20	.....	20 00
325	...	19	.....	19 00
326	...	22	.....	22 00
327	...	7	.....	7 00
328	...	...	.....	... ...
329	8	11	.....	19 00
330	4	11	.....	15 00
331	...	18	.....	18 00
332	...	14	.....	14 00
333	...	24	.....	24 00
...	...	...	.....	... ...
...	...	...	.....	... ...
...	...	...	.....	... ...

Beneficiary Statement.—Continued.

Balance on hand November 1	$12,976 00
Received during month	17,006 00
Total	$29,982 00
By claims 225, 226, 227, 228, 229, 230 and 231	$10,500 00
Balance on hand December 1	$19,482 00

Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

HEADQ'RTERS OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., Jan. 1, 1887.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is hereby called to the following Special Notices, viz:

GENERAL CIRCULARS.

General Circulars Nos. 3 and 4 have been forwarded to all Lodges.

SPECIAL CIRCULAR.

Special Circular No. 3 has been forwarded to all Lodges.

QUARTERLY REPORT.

The Quarterly Report of the Grand Secretary and Treasurer for the quarter ending November 30 has been mailed to all Lodges.

CHARTERS RECLAIMED.

The charters of Old Post Lodge No. 17, Vincennes, Ind., and Two Rivers Lodge No. 218, Pittsburg, Pa., have been reclaimed by the Grand Lodge for reasons given in General Circular No. 4.

BACK NUMBERS.

The following back numbers of the Magazine are desired, viz: December, 1876; January, February, June and October, 1877, and January and February, 1882. Any member having these numbers and wishing to dispose of them will please correspond with the Grand Secretary.

UNION MEETINGS.

Special union meetings have been called for the month of February as follows:

Evansville, Ind., 13th; Nashville, Tenn., 14th; Chattanooga, Tenn., 15th; Atlanta, Ga., 16th, Macon, Ga., 17th; Savannah, Ga., 18th; Augusta, Ga., 19th; Knoxville, Tenn., 21st; Louisville, Ky., 22d, Lexington, Ky., 23d., and Bowling Green, Ky., 24th.

The Grand Master will attend the above meetings and all members in good standing are invited to be present.

EUGENE V. DEBS, G. S. and T.

FRANK P. SARGENT, G. M.

Digitized by Google

Convention Photographs.

Owing to the failure of the photographer at Minneapolis to supply the pictures ordered by delegates, the negatives have been purchased by Northwestern Lodge No. 82, so that delegates who have paid their money will receive their pictures. Orders now on hand will be filled as speedily as possible, and orders now forwarded will receive prompt attention. As Northwestern Lodge has gone to a great expense to secure the negatives enough pictures should be ordered to at least reimburse them. The photograph of the delegates is an excellent one and every Lodge should have one. Direct all orders to F. X. Holl, 1301 Second street, So.. Minneapolis, Minn.

Grand Lodge.

F. P. SARGENT.....*Grand Master*
Terre Haute, Indiana.

J. J. HANNAHAN.....*Vice Grand Master*
Box 655, Englewood, Ill.

E. V. DEBS.....*Grand Secretary and Treasurer*
Terre Haute, Indiana.

J. J. HANNAHAN.....*Grand Organizer and Instructor*
Box 655, Englewood, Ill.

TRUSTEES.

C. W. GARDNER.....Fort Dodge, Iowa
C. C. SUTHERLAND.....Creston, Iowa
L. P. SMITH, 292 Fulton Street.....Chicago, Ill

EXECUTIVE COMMITTEE.

H. WALTON, 4080 Spring Garden St., West Philadelphia, Pa.
W. E. BURNS, 122 Newberry Avenue, Chicago, Ill.
F. X. HOLL, 1301 Second St. So., Minneapolis, Minn.
J. J. LEAHY, 2627 Fremont St., Philadelphia, Pa.
W. H. MCDONNELL, 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DEER PARK: Port Jervis, N. Y.**
Meets every Sunday at 2 p.m.
G. Carmer.....Master
J. E. Cook, Box 215.....Secretary

2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month.
G. T. Lowe, 10 Condace street.....Master
H. Atwood, 5 Liberty street.....Secretary

3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, corner Grove and Fourth streets.
R. K. Thornhill, 3 Alexander Row, St. Paul avenue.....Master
R. H. Roden, 72 Erie street.....Secretary

4. **GREAT EASTERN: Portland, Maine.**
Meets at 53 Temple street, corner Congress street, in Congress Hall, 2d and 4th Saturdays at 1 p.m.
L. G. Shaw, 82 Lincoln street.....Master
L. P. Bailey, 26 May street.....Secretary

5. **CHARITY: St. Thomas, Ontario.**
Meets every Tuesday.
T. Quirk, Box 784.....Master
A. S. Adams, Box 1313.....Secretary

6. **PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 p.m.
W. J. Edy.....Master
F. Parker.....Secretary

7. **POTOMAC; Washington, D. C.**
Meets corner 13 1-2 and E. street, N. W., 1st and 3d Thursdays at 1 p.m. sharp.
J. B. May, 477 1-2 F street S. W.....Master
W. C. Jasper, 489 Missouri avenue.....Secretary

8. **RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 p.m. and 2d and 4th Saturdays at 8 p.m., in K. of L. Hall
O. Cox.....Master
C. E. Royce, Box 29.....Secretary

9. **FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 p.m.
J. C. Faight, P. C. & St. L. R'y Shops.....Master
C. C. Coit, 204 Baird street.....Secretary

10. **FOREST CITY; Cleveland, Ohio.**
Meets alternate Sunday at 182 Ontario street, at 2 p.m.
J. Saunders, 361 Harbor street.....Master
A. G. Laubscher, Seward street, W. Cleveland.....Secretary

11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 p.m.
T. F. Ayers.....Master
C. W. Vannatta.....Secretary

12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 p.m., at 198 Seneca street.
J. F. Hayes, 368 Seneca street.....Master
Wm. J. Bruman, 395 Swan street.....Secretary

13. **WASHINGTON; Jersey City, N. J.**
Meets 4th Sunday at 10:30 a.m., in Masonic Hall.
W. W. Snyder, Box 333 Somerville, N. J Master
F. R. Degroff, 260 Communipaw avenue.Secretary

14. **EUREKA; Indianapolis, Indiana.**
Meets every Tuesday at 8 p.m., at 34 W. Washington street, fourth floor.
Wm. P. McBride, 485 E. Georgia Street.....Master
C. M. Zepp, 67 Peru avenue.....Secretary

15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 p.m.
E. Upton, 13 Shearer street.....Master
G. Kell.....Secretary

16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 p.m.
E. V. Debs.....Master
J. F. O'Reilly, 617 N. 5th street.....Secretary

18. **WEST END: Slater, Mo.**
Meets every Saturday at 7:30 p.m.
W. H. Swan, Box 270.....Master
C. S. Frazier.....Secretary

19 **TRUCKEE: Wadsworth, Nevada.**
Meets every Friday at 7:30 p.m
H. M. Johnson.....Master
W. B. Tanney.....Secretary

20. **STUART: Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 p.m.
G. Morse.....Master
G. C. Wells, Box 117.....Secretary

21. **INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 p.m., S. W. corner Broadway and Carroll streets.
A. Williams, 1540 Gratiot street.....Master
H. Blocker, 1822 Menard street.....Secretary

22. **CENTRAL; Urbana, Ill.**
Meets in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78.....Master
L. L. Johnson, L. Box 111.....Secretary

23. **PHŒNIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
F. Elliott, Box 93.....Master
J. S. Ott, Box 381.....Secretary

24. **GREAT WESTERN, Parsons, Kansas.**
Meets in I. O. O. F. Hall Wednesdays at 2 p.m.
A. P. Fraker.....Master
L. D. Harrington, Box 338.....Secretary

25. **CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
T. W. Smith.....Master
P. J. Ashton.....Secretary

26. **ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 p.m.
S. H. Wood, Box 912.....Master
F. Snyder.....Secretary

27. **HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F avenue W.....Master
S. W. Thorp, 89 2d street West.....Secretary

28. **ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 p.m.
S. J. Crockett.....Master
H. B. Maxwell.....Secretary

29. **CERRO GORDO; Mason City, Iowa.**
Meets S. E. corner 2d and Commercial streets.
P. A. Loveland, Box 638.....Master
J. Fulton.....Secretary

Digitized by Google

30. CEDAR VALLEY; Waterloo, Iowa.
Meets in Black Hawk Hall, Lafayette street and E. Waterloo, 1st and 3d Sundays at 2 p.m.
J. R. Miller. . . . . Master
E. T. Gregory. . . . . Secretary

31. R. R. CENTRE; Atchison, Kansas.
Meets corner 3d and Commercial streets at 2 p.m.
T. E. Jordan, East Atchison, Mo.. . Master
C. H. Salisbury, 103 N. Liberty street . Secretary

32. BORDER; Ellis, Kansas.
J. H. Houston . . . . . Master
T. McMahon, Box 230 . . . . . Secretary

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 p.m. and 2d and 4th Mondays at 7 p. m.
C. J. Snyder . . . . . Master
R. Sugg. . . . . Secretary

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 p.m.
R. Primrose, Box 1146 . . . . . Master
J. M. Wheeler . . . . . Secretary

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays at 3 p.m.
J. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary

36. TIPPACANOE, Lafayette, Ind.
Meets every Sunday at 2 p.m.
C. Ernst, 182 Union street . . . . . Master
W. J. Wepley, L. & E. W. Shops . . . Secretary

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 p.m., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 . . . . . Master
W. D. Holton . . . . . Secretary

38. AVON; Stratford, Ontario.
Meets in A. O. F. Hall 1st and 3d Sundays at 2 p.m.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary

39. TWIN CITY; Rock Island, Ill.
Meets 2d and 4th Sundays at 2 p.m., in Engineer's Hall
C. H. Church, C., R. I. & P. Round House. . . . . Master
G. J. M. Colburn, Box 113 . . . . . Secretary

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut street every Tuesday at 7:30 p.m.
E. Browning, 714 1-2 W. Washington street . . . . . Master
W. Cavanaugh, 902 N. Lee street. . . . Secretary

41. ONWARD; Dickinson, Dakota.
Meets every Sunday at 7:30 p.m.
O. H. Dosskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton street. . Master
J. Parish, Clymer street . . . . . Secretary

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturday evenings.
J. E. Shortell, 705 So. 10th street. . . . Master
E. R. Patterson, southwest corner 10th and Mitchell streets . . . . . Secretary

44. F. W. ARNOLD; East St. Louis, Ill.
Meets in Jackiesch Hall alternate Tuesdays, 7:30 p.m.
J. T. Sullivan, Box 116 . . . . . Master
T. J. Hayes . . . . . Secretary

45. ROSE CITY; Little Rock, Ark.
Meets every Monday at 7:30 p.m.
W. N. Horton, 1704 W. 3d street . . . . . Master
Ed Chamberlain, Box 175, Argenta, Ark. Secretary

46. CAPITAL; Springfield, Ill.
Meets 1st and 3d Sundays at 2 p.m.
C. W. Glyson, 1200 S. 4th street . . . . . Master
F. H. Pratt, 714 E. Washington street Secretary

47. TRIUMPHANT; Chicago, Ill.
Meets N. W. corner LaSalle and Adams street. Hall C, 1st Sunday at 2 p.m. and 3d Saturday at 7:30 p.m.
T. A. Deegan, Box 58, Brighton Park, Ill . Master
L. Zunkel, 109 Johnson street . . . . Secretary

48. W. F. HYNES; Peoria, Ill.
Meet at 105 S. Adams street 1st and 3d Sundays at 2 p.m.
W. Baugh, T. P. & W. Engine House . Master
W. A McMillan, 343 New street . . . . Secretary

49. J. M. RAYMOND; Decatur, Ill.
Meet corner R. R. avenue and Eldorado street every Sunday at 3 p.m.
C. E. Walker, 1243 N. Clayton street Master
E. Higgins, 1261 E. Eldorado street . . Secretary

50. GARDEN CITY; Chicago, Ill.
Meet corner 7th and State streets 1st and 3d Saturdays at 8 p.m.
H. W. Rouscup, 5458 School street . . Master
J. J. Coffey, 4142 Wentworth avenue . Secretary

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays at 7:30 p.m. in Masonic Hall
E. A. Bush, Box 291 . . . . . Master
M. Gaffney . . . . . Secretary

52. GOOD WILL; Logansport, Ind.
Meet corner 12th and Spear street Sundays at 2 p.m.
A. Swadmer . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays at 2:30 p.m. in A.O.U. W. Hall.
J. Turnpaugh . . . . . Master
W. Gilpin, Box 1426 . . . . . Secretary

54. ANCHOR; Moberly, Mo.
Meet in Suppies' Hall every Tuesday at 7:30 p.m.
W. P. Carlisle, Box 802 . . . . . Master
L. T. Burton, Box 785 . . . . . Secretary

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights corner 2d and Adams streets
J. Sellers L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary

56. BANNER; Stanberry, Mo.
Meets every Saturday at 7 p.m.
J. J. Smith . . . . . Master
W. B. Genung, ... Secretary

57. BOSTON, Boston, Mass.
Meets 1st and 3d Sunday at 10 a.m.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. Jones, 197 Summer street. E. Boston . . . . . Secretary

58. SACRAMENTO; Rocklin, Cal.
Meet every Sunday at 2 p.m. in Masonic Hall.
L. G. Jeardeau . . . . . Master
J. P. Clark, Box 68 . . . . . Secretary

59. ROYAL GEORGE; South Pueblo, Colo.
Meets every Monday night.
M. M. Zumbrum . . . . . Master
M. N. Lines . . . . . Secretary

60. UNITED; Philadelphia, Pa.
Meet at 2204 Marshall street, alternate Sundays at 9:30 a.m.
F. L. McGill, 2132 Thouran street . . . . Master
J. H. Fetters, 2341 Dickerson street . . Secretary

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays at 3 p.m.
C. E. Brockie, 76 Sycamore street . . . . Master
E. W. McFarland, 725 Edgerton street . Secretary

62. VANBERGEN; Carbondale, Pa.
Meets at Odd Fellows' Hall, corner Church and Rafferty streets, 2d and 4th Sundays at 3 p.m.
D. Wilson . . . . . Master
A. M. Banks, Box 479 . . . . . Secretary

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Giddings' hall, 24 E. Main street.
M. Brown, Vandercook, Ill. . . . . Master
S. Smith, Box 772 . . . . . Secretary

64. SIOUX; Sioux City, Iowa.
Meets corner 4th and Douglas streets 2d and 4th Sundays.
G. M. Martin, Box 298 . . . . . Master
Jos Coyle, Box 466 . . . . . Secretry

Digitized by Google

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary

66. CHALLENGE: Belleville, Ontario,
Meet 2d and 4th Sundays at 2:30 p. m. at 223 Station street.
R. Milne . . . . . Master
P. J. Rooney. Belleville Sta., Ont. . . . Secretary

67. DOMINION; Toronto, Canada.
Meet in Occident Hall 1st and 3d Sundays at 2:30 p.m.
J. W. Lamb, 10 Maud street . . . . . Master
S. Vaughan, 228 Wellington street . . . Secretary

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 p.m.
J. L. Hafer, Altoona, Wis . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . Secretary

69. ISLAND CITY; Brockville, Ontario.
Meets alternate Thursdays at 7:30 p.m. King street, over Barnes' Dry Goods Store.
W. H. Parsley . . . . . Master
W. Strong, ... Secretary

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 p.m. in I. O. O. F. Hall.
J. Crowley, Box 411 . . . . . Master
I. H. Stout, Box 411 . . . . . Secretary

71. SUSQUEHANNA. Oneonta, N. Y.
Meet 2d and 4th Sundays at 7 p.m. at B. of L. E. Hall.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays at 2 p.m.
W. Wiggins, 45 Cooper street . . . . . Master
H. Harris, 446 Henry street . . . . Secretary

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays at 1 p.m.
J. Crawford, 6 Salem street . . . . . Master
E. Cudworth, 43 Cutter street . . . . . Secretary

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th street alternate Mondays at 7:30
D. McDonnell, 1114 W. 20th street . . . Master
Wm. Piercey, 1354 Liberty street . . . Secretary

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. corner 30th and Market streets alternate Sundays at 1 p. m.
J. F. Mohn, 126 N. 32d street, W. Philadelphia . . . . . Master
H. Walton 4080 Spring Garden street, Secretary

76. NEW ERA; Barnesville, Minn.
Meets 2d and 4th Sundays at 2 p.m.
J. Myler . . . . . Master
G. L. Lovelace . . . . . Secretary

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 p.m., in B. of L. F. Hall, 375 Larimer street.
C. L. Heller, 230 27th street . . . . . Master
W. F. Brundage, 1216 Larimer street, Secretary

78. GOLDEN EAGLE; Sedalia, Mo.
Meets every Saturday at 7:30 p.m. at 909 E. 3d street.
M. Dolan . . . . . Master
T. E. Myer, 1022 E. 4th street . . . . Secretary

79. J. M. DODGE; Roodhouse, Ill.
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 1134 . . . . . Secretary

80. SELF HELP; Aurora, Ill.
Meets over Nos. 8 and 10 Broadway.
W. B. Miller 110 Main street . . . . Master
D. C. Wood, 58 N. Anderson street . . Secretary

81. PINE CITY; Brainerd, Minn
Meets 2nd and 4th Sundays at 2 p.m., in I.O.O.F. hall, 6th street So.
H. Barnes, Box 1305 . . . . . Master
W. J. Bain, Box 1856 . . . . . Secretary

82. NORTHWESTERN; Minneapolis Minn.
Meet corner Nicollet avenue and 3d Street 1st Saturday at 7:30 p.m. and 3d Sunday at 2 p.m.
F. X. Holl, 1301 2d street So . . . . Master
W. T. Nickel, 1819 3d avenue N. . . . Secretary

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 p.m.
J. G. Nash, L. Box 406 . . . . . Master
M. E. Finnegan, Box 406 . . . . . Secretary

84. CALHOUN: Battle Creek, Mich.
Meets 1st Monday at 7:30 p.m. and 2d and 4th Sundays at 2:30 p.m. in Engineers' Hall.
G. Kelly . . . . . Master
D. Coughlin, 56 E. Hall street . . . . Secretary

85. FARGO; Fargo, Dakota.
Meet corner Robert and Second avenues 2d and 4th Sundays at 2 p.m.
E. Jamison, L. Box 553 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary

86. BLACK HILLS; Laramie City, Wyoming.
Meet at 7:30 p.m. Friday evening in K. L. Hall.
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary

87. SUMMIT: Rawlins, Wyoming.
Meet at I.O.O.F. Hall 1st and 3d Wednesdays at 7:30 p.m.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary

88. MORNING STAR: Evanston, Wyoming.
Meets every Sunday at 2:30 p.m in I.O.O.F. Hall
A. Payne, Box 109 . . . . . Master
H. N. Bodine . . . . . Secretary

89. SILVER STATE; Carlin, Nevada,
Meets Tuesday evenings in Firemen's and Engineers' hall.
W. R. Capell . . . . . Master
C. O. Hammers . . . . . Secretary

90. SAN DIEGO: National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 p.m.
R. V. Dodge, Box 317, San Diego . . . Master
J. M. Dodge, Box 317, San Diego . . . Secretary

91. GOLDEN GATE: San Francisco Cal.
Meets 1st Sunday at 1:30 p.m. and 3d Tuesday at 7 p.m. at Champion Hall, corner Valentine and 16th streets.
J. Hewitt, S. P. R. R. Shops . . . . Master
W. G. Bradshaw, 2951 16th street . . . Secretary

92. FRONTIER CITY: Oswego, N. Y.
Meets 2d and 4th Sundays at 2 p.m., in Ontario & Western Passenger Depot.
M. Murphy, N. Y. O. & W. Depot . . . . Master
M. H. Counsell, N. Y. O. & W. Depot . Secretary

93. GATE CITY: Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 p.m., in Horn's hall, corner 8th and Main streets.
G. Wadden, 507 Main street . . . . . Master
F. Scherer, 1227 Fulton street . . . . . Secretary

94. CACTUS; Tucson, Arizona.
Meet corner Pennington and Tool avenue 1st and 3d Tuesdays at 7 p.m.
O. L. Brown, Box 218 . . . . . Master
A. W. McQueen, Box 218 . . . . . Secretary

95. CHICAGO; Chicago, Ill.
Meets 2d Tuesday and last Sunday of each month.
C. B. Johnson, 192 Milwaukee street . Master
O. Olson, 124 N. Green street . . . . Secretary

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and Wednesday after 2d Sunday of each month in Engineers' hall, Main street, between 12th and 13th streets.
Jos. Quinn, Box 695 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary

97. ORANGE GROVE, Los Angelos, Cal.
Meets every Tuesday at 7:30 p.m.
J. B. Moser, Box 72 . . . . . Master
E. E. Ballon, Box 72 . . . . . Secretary

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday.
F. J. Coker . . . . . Master
E. J. Turner . . . . . Secretary

99. ROCHESTER; Rochester, N. Y.
Meets 2d and 4th Wednesdays at 8 p.m.
E. E. Pruyer, 21 1st avenue . . . . . Master
A. Luttringer, 201 West avenue . . . . Secretary

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 p.m.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary

Digitized by Google

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 p.m., in Firemen's Hall, 222 N. Pine street.
T. H. Miller, Box 385 . . . . . Master
A. C. McDuffie . . . . . Secretary

102. CONFIDENCE: East Des Moines, Iowa.
Meets alternate Sundays at 2 p.m., S. E. corner Sycamore and Sixth streets.
H. S. Hammer, Box 118 . . . . . Master
B. F. Broskie, Graffe House . . . . . Secretary

103. FALLS CITY; Louisville, Ky.
Meets every Thursday at 2 p.m., at Colgan's Hall.
H. Bloom, 1000 Tenth street . . . . . Master
C. H. Rae, 1242 Twelfth street . . . . Secretary

104. "OLD KENTUCK;" Ludlow, Ky.
Meet at I. O. O. F. Hall, 1st and 3d Thursdays at 7 p.m.
J. E. Doran, 117 Freeman avenue, Cincinnati, Ohio, ... Master
H. G. Chrisinger, Box 76 . . . . . Secretary

105. PROGRESS: Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 p.m., in Engineers' Hall, North-side Main street.
R. H. Lacey, 249 E. Berrian street . . . Master
W. Heath, 425 E. Main street . . . . Secretary

106. KEY CITY: Dubuque, Iowa.
Meets over M. M.'s Office, 2d and 4th Sundays at 2 p.m.
E. J. Cummings, 1871 Washington st. . . Master
D. W. Mason, 420 High street . . . . Secretary

107. ECLIPSE; Galion, Ohio.
Meets every Thursday at 7:30 p.m., in B. L. E. Hall, corner W. Main street and Public Square.
J. T. Mitchell . . . . . Master
E. W. Armor, Box 701 . . . . . Secretary

108. PIONEER; Chama, New Mexico.
Meets in D. & R. G. Passenger Depot every Wednesday at 7:30 p.m.
H. Berndt, Box 17 . . . . . Master
W. Gordon, Box 20 . . . . . Secretary

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays at 7:30 p.m.
C. E. Amos, 2346 Mullamphy street . . Master
W. M. White, 710 S. Broadway . . . Secretary

110. OLD GUARD; Bucyrus, Ohio.
Meets every 2d and 4th Sundays at 2 p.m., in Engineers' Hall, corner Sandusky and Mansfield streets.
J. R. Gordon, L. Box 235 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary

111. BEACON; Mattoon, Ill.
Meets in B. L. E. Hall, every Tuesday at 7:30 p.m.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright . . . . . Secretary

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Sundays at 6:30 p.m., in Masonic Hall.
S. R. Wild . . . . . Master
J. C. Branham . . . . . Secretary

113. CLARKE-KIMBALL; Eagle Rock, Idaho,
Meets every Thursday at 7:30 p.m., in Engineers' Hall.
W. J. Ingling, Box 41 . . . . . Master
O. R. Goodale, Box 41 . . . . . Secretary

114. MAGIC CITY: Cheyenne, Wyoming.
Meets every Wednesday at 8 p.m.
J. A. Maxwell, Box 130 . . . . . Master
J. B. Lilly . . . . . Secretary

115. GULF CITY: Galveston, Texas.
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church street . . . Master
J. Killen, Post Office street, near 36th . Secretary

116. ST. CLAIRE; Fort Gratiot, Mich.
Meets 1st and 3d Sundays.
M. D. Anderson . . . . . Master
W. Dinghall, Box 660, Port Huron, Mich. Secretary

117. BEAVER: London, Ontario.
Meets 2d Sunday at 2:30 p.m., and 4th Wednesday at 7:30 p.m.
R. Hornsby, 146 Clarence street . . . . Master
E. Chapman, 151 Clarence street . . . Secretary

118. STAR OF THE EAST: Richmond, Quebec.
Meets in Pierson's Hall Wednesdays at 7:30 p.m.
S. D. House . . . . . Master
G. A. Pearson, Richmond Station . . . Secretary

119. COLONIAL: River du Loup, Quebec.
Meets every Wednesday at 8 p.m.
G. Findlay, Hadlow Cove, S. Quebec . . Master
L. D. Poulin, I. C. Ry Station . . . . Secretary

120. FORTUNE: Syracuse, N. Y.
Meet every Tuesday at 7:30 p.m., in C. M. B. A. Hall.
E. F. McNulty, 2 Wall street . . . Master
W. B. Church, 2 Grace street . . . . . Secretary

121. FELLOWSHIP: Corning, New York.
Meets 1st and 3d Sundays at 3 p.m. in K. of H. Hall.
J. L. Krebs . . . . . Master
F. E. Hanmer . . . . . Secretary

122. H. B. STONE: Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
H. Henson, Box 397 . . . . . Secretary

123. OVERLAND: Omaha, Neb.
Meets every Wednesday at 7 p.m.
L. H. Winslow, 315 N. 14th street . . . . Master
E. W. Carpenter, 625 Pierce street . . Secretary

124. PILOT: Perry, Iowa.
Meets 2d and 4th Sundays.
H. Draper . . . . . Master
T. Quinn, Box 585 . . . . . Secretary

125. GUIDE: Marshalltown, Iowa.
Meets 2d and 4th Sundays at 1:30 p.m.
J. M. Speers . . . . . Master
F. G. Stewart . . . . . Secretary

126. COMET, Austin, Minn.
Meets at 102 Main street, 2d and 4th Sundays at 3 p.m.
P. F. McNamara . . . . . Master
Aug. Oleson . . . . . Secretary

127. NORTHERN LIGHT: Winnepeg, Manitoba.
Meets 1st Wednesday and 3d Sunday.
J. Wellington, 218 Boss street . . . . . Master
J. Barnes, 184 Ross street . . . . . Secretary

128. LANDMARK: Glendive, Montana.
Meets 1st and 3d Sundays at 2 p.m.
J. W. Clayton, Box 55 . . . . . Master
D. Sinclair, Box 55 . . . . . Secretary

129. MINERAL KING: Escanaba, Mich.
Meets 2d and 4th Sundays at 2 p.m. in B. of L. E. Hall.
R. E. Gorham, Box 422 . . . . . Master
T. Faulkes . . . . . Secretary

130. GUIDING STAR: Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 p.m. in Engineers' hall.
C. S. McAuliff, West Milwaukee . . . Master
P. F. Fox, 212 Detroit street . . . . . Secretary

131. GOLDEN RULE: Stevens Point, Wis.
Meets in Redfield's hall, 2d and 4th Sundays at 2:30 p.m., and 1st and 3d Fridays at 7 p.m.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary

132. MARVIN HUGHITT: Eagle Grove, Iowa.
Meets in Howell's Hall, Broadway. Depot Block, 1st and 3d Sundays at 2:30 p.m.
J. H. Howell, Box 7 . . . . . Master
L. V. Roberts, Box 318 . . . . . Secretary

133. SPRAGUE: Sprague, Washington, Ter.
Meets in A. O. U. W. hall, 2d and 4th Sundays at 2 p.m.
J. Bruce . . . . . Master
W. G. Houghton . . . . . Secretary

134. EASTMAN: Farnham, Quebec.
Meet in Engineers' Hall, Passenger Depot, every Sunday at 4 p.m.
H. E. Rodgers . . . . . Master
H. E. Cowen . . . . . Secretary

135. NEW YEAR: El Paso, Texas.
Meet in B. of L. F. hall every Tuesday at 7 p.m.
H. S. Sheeler, L. Box 184 . . . . . Master
F. E. Smith, L. Box 184 . . . . . Secretary

Digitized by Google

136. J. SCOTT: Port Hope, Ontario.
Meet north side Wilton street, two doors west of Mechanic Institute, alternate Sundays at 2 p.m.
T. A. Pratt, Box 166 . . . . . Master
G. A. Pratt, Box 166 . . . . . Secretary

137. Protection: Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 p.m. in K. P. Hall.
Louis Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary

138. UNION: Freeport, Ill.
Meet in A. O. V. F. Hall, 2d and 4th Sundays at 2 p.m.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary

139. MT. WHITNEY: Tulare, Cal.
Meets every Sunday at 2 p.m.
H. E. Treadwell . . . . . Master
S. M. Storer . . . . . Secretary

140. MOUNT OURAY: Salida, Colo.
Meets every Monday at 7:30 p. m. in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary

141. A. G. PORTER: Fort Wayne, Ind.
Meets at 140 Calhoun street. every Wednesday at 7:30 p.m.
C. M. Lewis, 02 Dawson street . . . . . Master
H. Westerman, 283 Webster street . . Secretary

142. C. R. WHIPPLE: Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 p.m., and 4th Thursday at 7 p.m. at 245 S. St. Clair street.
J. M. Gorman, 40 Middle street . . . . . Master
L. H. Heeman, 130 Segur avenue . . . Secretary

143. E. C. FELLOWS: West Oakland, Cal.
Meets in Odd Fellows' Hall, corner 11th and Franklin streets, Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 831 Campbell street . . . Master
J. W. Littlejohn, Berkeley .Alameda Co., Cal . . . . . Secretary

144. SUGAR LOAF: Campbellton, New Brunswick.
Meets 1st Saturday at 8 p.m. and 3d Sunday at 1 p.m. in Patterson's Hall, I. C. R. Depot.
J. Devereaux . . . . . Master
E. Kean . . . . . Secretary

145. DAVY CROCKETT: San Antonio, Texas.
Meets in K. P. Hall every Thursday at 2 p.m.
J. Sullivan. 1110 avenue D . . . . . Master
J. S. Doan, 517 Ave B . . . . . Secretary

146. BAYOU CITY: Houston, Texas.
L. McAuliff, 37 Houston avenue . . . . . Master
H. H. Daniels, T. & N. O. Shops . . . Secretary

147. MIDLAND: Temple, Texas.
Meet in K. P. Hall every Sunday at 3 p.m.
J. M. Russ . . . . . Master
J. Welsh . . . . . Secretary

148. SUNNY SOUTH: Tyler, Texas.
Meets every Friday at 7:30 p.m.
R. Voss . . . . . Master
M. Hogan . . . . . Secretary

149. JUST IN TIME: New York, N. Y.
Meets 2d and 4th Saturdays at 8 p.m., at 143 East 59th street.
F. C. Donigan, 170 Clinton street . . . . . Master
E. C. Prescott, 171 Court st., Brooklyn Secretary

150. S. M. STEVENS: Marquette, Mich,
Meets 2d and 4th Sundays at 2 p.m., corner Washington and 3d streets.
L. L. Hood, L. Box 217 . . . . . Master
J. Loftus . . . . . Secretary

151. MAPLE LEAF: Hamilton, Ontario.
Meet corner James and King William streets, 1st and 3d Sundays at 2:30 p.m,
W. Brougton, 18 Inchbury street. So . . . . . Master
J. McColl, 7 Crook street . . . . . Secretary

152. DUNLAP: Wells, Minn.
Meets every Sunday at 3 p.m.
C. Ellingson, Box 60 . . . . . Master
L. Trusdale . . . . . Secretary

153. H. C. LORD: Fort Scott, Kansas,
Meets in I. O. O. F. Hall on Scott avenue 1st and 3d Sundays at 3 p.m.
J. Haggart . . . . . Master
J. J. Lynch . . . . . Secretary

154. McKEEN: Ottawa, Kansas.
Meets in K. P. Hall on 2d and 4th Sundays at 2 p.m.
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary

155. TEXAS BELLE: Greenville, Texas.
Meets every Friday at 73:0 p.m.
J. W. Corn, L. Box 164 . . . . . Master
E. H. Sims, L. Box 164 . . . . . Secretary

156. NECHES: Palestine, Texas.
Meets every Saturday at 7:30 p,m.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe . . . . . Secretary

157. ECHO: Peru, Ind.
Meets every Sunday at 7 p.m. over Geves' drug store, Broadway.
S. McFarland . . . . . Master
H. P. Mathews . . . . . Secretary

158. STANDARD: Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 p.m., at No. 47 Monroe avenue, up-stairs.
T. Broughton, 432 Mullett street . . . . . Master
A. Doan, W. Detroit, Mich . . . . . Secretary

159. W. H. THOMAS; Nashville, Tenn.
Meets every Saturday at 7:30 p.m., corner Union and Summer streets.
J. Dwyer, corner McLemore and Cedar streets . . . . . Master
E. P. Bishop, 69 S. Union street . . . . Secretary

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays at 2 p.m.
W. J. Torrance, 413 William street . . . Master
W. Winder, 1206 Walnut street. . . . . Secretary

161. HERALD; Burlington, Iowa.
A. L. Crew, 318 South street . . . . . Master
C. E. Turner, C., B. & Q. Round House. . . . . Secretary

162. PROSPECT; Elkhart, Ind.
Meets 505 Main street 1st Sunday at 2 p.m. and every Wednesday at 7 p.m.
C. E. Wear . . . . . Master
W. Primley . . . . . Secretary

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 p.m., in Masonic Hall.
J. J. Meehan, L Box 56 . . . . . Master
D. B. Rathfon . . . . . Secretary

164. EEL RIVER, Butler, Ind.
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Sunday at 2 p.m.
H. Hines . . . . . Master
W. H. Daily . . . . . Secretary

166. WM. HUGO; Huntington, Ind.
J. R. Dickinson, Box 682 . . . . . Master
C. Butler, Box 651 . . . . . Secretary

167. MOUNT HOOD: The Dalles, Oregon.
Meets at I. O. O. F. Hall every Monday at 7 p.m.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays and 2d and 4th Mondays at 7:30 p.m.
C. W. Greene, Box 355, Portage City Wis . . . . . Master
G. Hiscox, 713 Caledonia street . . . Secretary

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad street.
D. F. Potter. . . . . Master
J. E. Beach, Drawer 1333 . . . . . Secretary

170. PRAIRIE; Huron, Dakota.
Meets 2d and 4th Sundays at 3 p.m.
J. Marn. . . . . Master
L. L. Neibling . . . . . Secretary

171. SUNBEAM; Truro, Novia Scotia.
Meets 2d and 4th Thursdays.
F. Geddes. . . . . Master
D. W. Duncan . . . . . Secretary

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays at 2 p.m., in Manchester Block.
J. G. Armstrong, Richmond Road . . . . Master
. . . . . Secretary

Digitized by Google

173. PACIFIC; Winslow, Arizona.
Meets every Sunday evening.
J. E. Richter . . . . . Master
H. Heide . . . . . Secretary

174. HARRISBURG; Harrisburg, Pa.
Meets at 305 Broad street 2d and 4th Sundays at 1 p.m.
R. J. Seitz, 1616 Ridge Road . . . . . Master
H. O. Motter, 1737 Ridge Road . . . . Secretary

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 p.m., in Crane's Hall.
F. M. Howard . . . . . Master
J. Adkins, Box C. . . . . Secretary

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays at 2 p.m.
A. G. Turlay, Box 41 . . . . . Master
C. H. Potter, Box 41 . . . . . Secretary

177. SUNSET; Marshall, Texas.
Meets every Thursday at 7 p.m.
W. Kane, Box 184 . . . . . Master
G. M. Lovett, Box 184 . . . . . Secretary

178. SALT LAKE; Salt Lake City, Utah.
Meets over Desert National Bank, corner 1st and Main streets, every Monday at 7:30 p.m.
J. C. Dunton, Box 586 . . . . . Master
E. Shinn, 448 3 West South street . . . Secretary

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. Hall 2d and 4th Sundays at 3 p.m.
James Robinson, 730 N. 10th street . . . Master
J. E. Gardner, corner 9th and U streets . . . . . Secretary

180. THREE STATES, Cairo, Ill.
Meets every Sunday at 2:30 p.m.
M. S. Egan . . . . . Master
John Grundy . . . . . Secretary

181. WELLINGTON, Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 p.m.
W. Gregg. . . . . Master
D. J. Nicoll . . . . . Secretary

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl street.
T. F. Judge, 18 Hickory street . . . . . Master
G. W. Welch, 414 W. 17th street . . . . Secretary

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursdays at 1:30 p.m., in Engineer's Hall.
J. M. Gaines, Box 152. . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary

184. LIMA; Lima, Ohio.
Meets at 1 p.m. 2d snd 4th Sundays, in Fitz' Block, 3d floor.
P. A. Branson, Box 808. . . . . Master
W. J. Dunn . . . . . Secretary

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 p.m.
Sam Welch . . . . . Master
A. E. Roebuck . . . . . Secretary

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's Hall, 3934 State street, 1st and 3d Sundays at 2 p.m.
G. A. Updegraff, 3211 Hanover street . . Master
W. H. Smith, 4228 Wentworth avenue, Secretary

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays at 2:30 p.m.
L. H. Linn, Box 402 . . . . . Master
H. Douglas. . . . . Secretary

188. S. S. MERRILL, Chicago, Ill.
Meets 786 W. Lake street, 2d and 4th Sundays at 2:30 p.m.
J. K. Doherty, 156 Northwestern avenue . Master
E. P. Tobias . . . . . Secretary

189. BALDWIN; Ft. Howard, Wis.
Meets in Nau's Block, Green Bay, Wis., every Sunday at 3 p.m.
C. Sharkey, Green Bay, Wis . . . . . Master
R. H. Thompson. . . . . Secretary

190. FERGUSON; Mitchell, Dakota.
Meets 1st and 3d Sundays.
W. M. Smith . . . . . Master
W. S. Crandell, Box 84 . . . . . Secretary

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7 p.m.
P. Sorenson . . . . . Master
W. O'Neil . . . . . Secretary

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays.
C. W. Tullis. . . . . Master
R. A. Rhea. . . . . Secretary

193. J. B. MAYNARD; Albina, Oregon.
Meets 2d and 4th Sundays at 2:30 p.m.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Ingalls . . . . . Secretary

194. BONANZA; Missoula, Montana.
Meets 1st and 3d Sundays.
T. P. O'Rourke. . . . . Master
C. H. Marsh. . . . . Secretary

195. RE-ECHO; Shoshone, Idaho.
Meets in Stevens' Hall, corner Rail and Walnut streets, every Thursday at 7:30 p,m.
D. M. Hill, Box 98. . . . . Master
C. R. Goss, Box 55, ... Secretary

196. CLOUD CITY; Leadville, Colo.
Meets in Haven & Beman's Block every Friday at 7:30 p.m.
E. G. Haskins, Box 330. . . . . Master
L. C. Cooper, Box 300. . . . . Secretary

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sundays at 2 p.m.
P. J. Donovan. . . . . Master
I. M. Hurless. . . . . Secretary

198. MAPLE CITY; Norwalk, Ohio.
Meets in K. P. Hall 1st and 3d Sundays at 2 p.m.
T. H. Sheppard, ... Master
F. P. Mitchell. . . . . Secretary

199. MAHONING; Youngstown, Ohio.
J. Reynolds, 21 Emily street. . . . . Master
J. B. Mawby. . . . . Secretary

200. GREAT SOUTHERN: Meridian, Miss.
Meets on Front street every Monday at 7:30 p.m.
D. McBee. . . . . Master
L. H. Stanton. . . . . Secretary

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st Wednesday and 3d Thursday at 7 p.m.
T. G. Emmons. . . . . Master
D. W. Shea. . . . . Secretary

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Snnday afternoon and 3d Monday eve.
R. Basin, Box 1231, ... Master
A. E. Maunsell, Box 1231. . . . . Secretary

203. GARFIELD: Garrett, Ind.
Meets every Friday at 7 p.m.
W. F. Moughler, Box 244. . . . . Master
W. A. Reid. . . . . Secretary

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday at 7:30 p.m.
S. A. Smith, Box 55 . . . . . Master
J. C. Sharp, Box 71, East Las Vegas. . . Secretary

205. FLOWER OF THE WEST, Topeka, Kansas.
Meets 2d and 4th Sundays in A. O. U. W. Hall.
G. Atherton, 53 So. Kline street. . . . . Master
W. L. Johnson, 45 Adams street. . . . . Secretary

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesdays.
T. S. Taylor. . . . . Master
W. B. Delo. . . . . Secretary

208. KEYSTONE; Susquehanna, Pa.
Meets in Doran's Block, Main street, alternate Tuesdays and Saturdays.
C. A. Allen. . . . . Master
J. J. Lannan, Box 131. . . . . Secretary

209. SARATOGA; Whitehall, N. Y.
Meets in Arked Building,
D. Dorcal . . . . . Master
L. J. Lortie. . . . . Secretary

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays at 7:30 p.m.
J. E. Van Vranken, Box 497 . . . . . Master
C. R. Weeks, Box 497 . . . . . Secretary

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays at 2 p.m.
J. S. Smith, 912 Wilkesbarre street. . . . . Master
S. F. Milheim, 436 Center street. . . . . Secretary

Digitized by Google

212. EMPIRE; Watertown, N. Y.
Meets 2d Monday at 7 p.m. and 4th Sunday at 2 p.m., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect street.....Master
T. H. Lynch, 52 Stone street.....Secretary

213. WEST SHORE; Frankfort, N. Y.
Meets every Monday at 7:30 p.m., in Upton Hall.
R. G. Gifford, 21 Gatchel street, E. Buffalo.....Master
J. Zollner, E. Syracuse.....Secretary

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays at 2 p.m., at 75 Linden avenue.
G. L. Wilson, 1423 Maryland avenue.....Master
B. E. Wilhelm, 507 Bloom street.....Secretary

215. EAST ALBANY; East Albany, N. Y.
Meets in Engineer's Hall 2d and 4th Sundays.
Harry Stearns, F. R. R. engine house.....Master
F. S. Moore, 115 Myrtle street.....Secretary

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sundays at 2:30 p.m., at 129 Main street.
W. E. Taylor, 20 South street.....Master
H. C. Cleveland, 20 Cross street.....Secretary

217. DERRICK; Oil City, Pa.
Meets 2d Tuesday and 4th Wednesday, in G. A. R. Hall, Center street.
J. Jefferson.....Master
.....Secretary

219. SMOKY CITY; Allegheny, Pa.
Meets every Friday at 7:30 p.m., corner Bidwell and Pennsylvania avenue.
R. Beeson, 271 Franklin street.....Master
W. A. Walker, 215 Bidwell street.....Secretary

220. PROVIDENT; Sunbury, Pa.
Meets in Cooper's Hall, 1st and 3d Sundays at 1 p.m.
H. Buck.....Master
E. R. Bright.....Secretary

221. HURON; Point Edward, Ontario.
Meets in I.O.O.F. Hall, 2d and 4th Tuesdays at 8 p.m.
J. Cain, L. Box 60.....Master
H. J. Carruthers, L. Box 60.....Secretary

222. WEBSTER; Fort Dodge, Iowa.
Meets 1st and 3d Sundays at 2 p.m.
C. W. Gardner, Box 738.....Master
F. Crockett.....Secretary

223. ASHLAND; Lexington, Ky.
Meet in I.O.O.F. Hall 1st and 3d Thursdays at 7:30 p.m.
H. M. Chandler, C. & O. R. R. Shops.....Master
G. F. Little, Box 389, Paris, Ky.....Secretary

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at3 p.m. at Masonic Hall
E. E. Nutting.....Master
A. Vogel, Box 367.....Secretary

225. SUPERIOR; Fort William, Ontario.
Meets 1st Monday at 8 p.m. and 2d Tuesday at 3 p. m.
T. L. Drummond, Neebring, Ontario.....Master
H. Poole, Neebring, Ont.....Secretary

226. MAGNOLIA, Corsicana, Texas.
Meets 2d and 4th Sundays at 1:30 p.m., corner Collin and Hardy streets.
L. C. Overhiser.....Master
W. M. Nicol, L. Box 230.....Secretary

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango street.
J. W. Spence, 33 Eldridge street.....Master
Theo. Haskins, 43 Munsell street.....Secretary

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 p.m.
S. M. Travis, 716 Adams avenue.....Master
F. E. Beech, 262 Bleeker street.....Secretary

229. RICKARD; Utica, N. Y.
Meet at 2 p.m. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker street.....Master
A. R. Kough, 1235 Harrison street.....Secretary

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d, and 5th Mondays at 7:30 p.m. at 206 Washington avenue.
G. W. Gilkerson, 38 Knox street.....Master
G. M. Jeffers, 36 Ontario street.....Secretary

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2 p.m. at 501 Market street.
W. Maguire, 608 Poplar street.....Master
J. B. Cash, 3218 Haverford avenue, Philadelphia, Pa.....Secretary

232. LUCKY THOUGHT: Middletown, N. Y.
Meets 2d and 4th Sundays at 1 p.m. and 3d Friday at 7 p.m.
F. Pollison.....Master
W. H. Tidaback.....Secretary

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets in No. 3 Engine Room, corner Main and Foundry streets
G. W. Anderson.....Mastsr
F. Probert.....Secretary

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays at 2:30 p.m., in B, of L, F. Hall, Main street.
J. Fallon, 146 Main street.....Master
W. J. Thurlow, 119 Main street.....Secretary

235. THREE BROTHERS; Pittsburgh, Pa.
Meet corner 26th street and Penn avenue every Sunday at 2 p.m.
J. B. Barney, 9 Mayflower street, East Pittsburg, Pa.....Master
J. W. Walker, 2903, Penn avenue.....Secretary

236. HINTON; Hinton, W. Va.
Meet 1st and 3d Wednesdays at 1 p.m. and 2d and 4th Sundays at 7 p.m
J. Forline.....Master
W. A. Callahan.....Secretary

237. CENTRAL PARK; Central Park, Ill.
Meet in Tilden School House 1st and 3d Sundays at 10 a.m.
B. Dean.....Master
M. J. O. L. Kennedy, 226 N. Wood St., Chicago, Ill.....Secretary

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 p.m.
H. B. Drulard.....Master
W. Brust.....Secretary

239. BUCKEYE; Delaware, Ohio.
Meets corner Sandusky and Central avenue 2d and 4th Sundays at 1 p.m.
F. L. Volk, Box 782.....Master
A. R. Edington, Box 534.....Secretary

240. GILBERT; Jackson, Mich.
Meets every alternate Sundays at 2 p.m.
G. Hastings, corner Orange and Grove streets.....Master
J. H. Bentley, 116 Cortland street.....Secretary

241. MOUNTAIN CITY; Hazleton, Pa.
Meet in Liberty Hall 2d and 4th Sundays at 1:30 p.m.
J. Barager.....Master
D. J. McGinley.....Secretary

242. WHEATON; Elmira, N. Y.
Meet at Ry. Y.M.C.A. Building 1st and 3d Sundays at 2 p.m.
E. S. Smith, Southport, N. Y.....Master
E. B. Detrick, Blyly House.....Secretary

243. J. H. SELBY; Bonham, Texas.
Meet in Odd-Fellows Hall every Sunday at 7.p.m.
J. L. Ison.....Master
W. F. Rowe.....Secretary

244. T. P. O'ROURKE; Chicago, Ill.
Meet 490 South Union street 1st Tuesday at 8 p.m. and 3d Sunday at 2:30 p.m.
C. Naylor, 97 Stewart avenue.....Master
J. B. F. Good, 1172 Fillmore street.....Secretary

245. GEORGIA; Savannah, Ga.
Meet corner Whitaker and Broughton streets every Thursday at 7:30 p.m.
J. W. Hooks, 117 1-2 Bernard street.....Master
A. Hutton, 117 1-2 Bernard street.....Secretary

246. MACON; Macon, Ga.
Meets on 1st, 10th and 20th at 7:30 p.m. over M. & W. Freight House.
W. T. Roughton, 345 Fourth street.....Master
J. H. Strickland, 345 Fourth street.....Secretary

Digitized by Google

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 p.m.
H. F. Waters, 316 Rawson street .....Master
B. H. Childs, E.,T.V. & G.R.R. Shops..Secretary

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays at G.A.R. hall.
E. N. Packard .....Master
C. S. Ellinwood .....Secretary

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 p.m.
O. J. Austin, Judd, Cook County, Ill.....Master
J. O. Mason, Judd, Cook County, Ill.....Secretary

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays at 2 p.m., at Mechanics' Hall.
R. H. Diggory, Kingston, Pa.....Master
F. O'Donnell, Ashley, Pa.....Secretary

251. LEHIGH; Mauch Chunk, Pa.
Meets 1st and 3d Sundays at 2 p.m., at Oak Hall, Broad street.
J. F. Meyers .....Master
L. Wildoner.....Secretary

252. COLUMBIA; Columbia, Pa.
Meets in Fendrich's Hall 2d and 4th Sundays at 1 p.m.
S. H. Musser.....Master
H. G. Klugh.....Secretary

253. TRENTON; Trenton, N. J.
Meets 24 E. State st. 1st and 3d Sundays at 2 p.m.
H .B. Eldridge, 21 Walnut avenue.....Master
R. Stackhouse, 697 Broad street, Chambersburg, N. J.....Secretary

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays at 2 p.m.
I. C. Perrin, Box 34 .....Master
E. C. Connor, Box 157.....Secretary

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232.....Master
Wm. Keefe, Box 102.....Secretary

256. HIGH LINE; Como, Col.
Meets at Mc Farlan Hall every Thursday at 7:30.
C. Armstrong.....Master
G. W. McAleer.....Secretary

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday at 2 p.m.
A. McCready.....Master
W. S. Kessler.....Secretary

258. RENO; Nickerson, Kansas.
Meets every Wednesday at 7 p.m. in Odd Fellows Hall.
M Norton, Box 264.....Master
A. S. Ritenour.....Secretary

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday at 7:30 p.m.
F. Bradbury, Box 51.....Master
G. W. Runnels, Box 133.....Secretary

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 p.m., in Red Men's Hall, Masonic building, 6th and K streets
J. Cummings, Box 107.....Master
J. A. Baker, Box 122.....Secretary

261. MAGDALENA; San Marcial, Mexico.
Meets in B. L. E. Hall 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Worrell, Box 41 .....Master
W. L. Ewing, Box 75 .....Secretary

262. QUEEN CITY; West Toronto Junct., Ont.
Meets alternate Saturdays at 7:30 p.m.
W. Hyndman.....Master
A. Madden.....Secretary

263. ALAMO; Taylor, Texas.
Meets every Wednesday at 8 p.m.
A. E. Hayden, Box 10.....Master
H. Van Hoesen.....Secretary

264. J. K. KILBREATH; Butte City, Montana.
Meets in Cobban Hall every Thursday at 8 p.m.
M. W. Fitzgerald, South Butte, Mon.....Master
J. Byrne, Box 4, South Butte, Mon.....Secretary

265. GRAND RIVER; Grand Rapids, Mich.
Meets 1st and 3d Sundays at 2:30 p.m., in O. F. Hall.
E. Decker, 611 S. Division street.....Master
A. E. Geary, 525 S. Division street.....Secretary

266. JOHN HICKEY; South Kaukauna, Wis.
Meets 2d and 4th Sundays
T. Hayes.....Master
P. H. Ryan .....Secretary

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 p.m., at St. Charles Hall, on Patterson street.
B. R. Bliss, care J. B. Fink .....Master
A. H. Flynn, 87 Pacific avenue.....Secretary

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 p.m.
D. V. Cahill, 220 Montgomery avenue.....Master
E. Gantt, 25 Hooke street.....Secretary

269. O. K.; Cincinnati, Ohio.
Meets N. W. 8th and Freeman streets 1st and 3d Sunday evenings of each month.
F. O. Miller, 42 Hathaway street .....Master
R. E. McKenzie, 151 Baymiller street ....Secretary

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday at 2 p.m. and 3d Saturday at 7:30 p.m., corner Franklin and Bloomington avenue, So.
S. B. Thompson, 2216 Cedar avenue, S.....Master
W. L. Higbee, 2213 Snelling avenue.....Secretary

271. BYRAM; Stanhope, N. J.
Meets at Drake's Hall 1st and 3d Sundays, South Stanhope.
Wm. Weiler, Box 25, Port Morris, N. J.....Master
R. A. Trezise, Box 30, Port Morris.....Secretary

272. WILSON; Junction, N. J.
Meets at Well's Hall, Main street, 1st and 3d Sundays at 1 p.m
J. Osman .....Master
G. B. Weller.....Secretary

273. DENVER; Denver, Colo.
Meets in Odd Fellows' Hall, 869 Santa Fe street.
R. M. Huntington, 549 Santa Fe street.....Master
G. M. Wilson, 416 S. 9th street.....Secretary

274. JACKSON; Clifton Forge, Va.
Meets every Sunday at 10 a.m.
J. W. Myers .....Master
B. H. Thomas.....Secretary

275. LEE; RICHMOND; Richmond, Va.
Meets 1st and 3d Sundays at 1:30 p.m., in Thoms' Hall, corner 17th and Main streets.
C. W. Jenkins, Carrington st., Crow Hill...Master
W. A. Demaine, N. N. & M. V. Round House.....Secretary

276. GRAFTON; Grafton, W. Va.
Meets in Odd Fellows' Hall every Sunday at 2 p.m.
E. Dixon .....Master
J. E Conners.....Secretary

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 p.m.
H. C. Moore .....Master
W. Cole .....Secretary

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 p.m.
W. Wright, L. Box 482 .....Master
M. E. Murphy, L. Box 482 .....Secretary

279. METEOR; McComb City, Miss.
Meets 1st and 3d Sundays at 3 p.m, in Odd Fellows' Hall.
S. Q. Ford.....Master
A. W. Jennings .....Secretary

280. OZARK; Thayer, Mo,
Meets in Sachre's hall, 2d and 4th Sundays at 9 a.m. and 1st and 3d Sundays at 7 p.m.
H. Lohnes.....Master
J. A. Atyeo.....Secretary

281. TUNNEL HILL; New Albany, Ind.
Meets in Hedden's Hall. 1st and 3d Sundays at 2 p.m.
W. C. Brown.....Master
E. P. Reeves.....Secretary

282. BUSNSIDE; Mt. Carmel, Ill.
Meets on Main, between 3d and 4th streets every Sunday at 2 p.m,
Bert Launt .....Master
C. Minniear.....Secretary

283. LACKAWANNA; Great Bend, Pa.
Meets 1st and 3d Saturdays at 8 p.m. in Red Men's Hall, Day's Block. Main street.
F. J. May, Hallstead, Pa.....Master
J. F. McCormick, Hallstead, Pa.....Secretary

Digitized by Google

284. **ELM CITY: New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel street, 1st Saturday at 8 p.m. and 3d Sunday at 2 p.m.
J. H, Hall, 186 Rosette street.....Master
E. S. Alling, 88 Cedar street .....Secretary

285. **CHARTER OAK: Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 p.m. at 3 Pratt street.
W. W. Hosford, 15 Elm street.....Master
W. F. Day, 119 Ann street .....Secretary

286. **SAGINAW VALLEY, East Saginaw, Mich.**
Meets in B. of L. E. Hall, corner Warren and Potter streets, 2d and 4th Sundays at 1:30 p.m.
F. Shinsky. L. Box 500.....Master
A. Fixel, 1214 Miller street .....Secretary

287. **ALTOONA: Altoona, Pa.**
Meets in Otto's Hall, E. 12th street, between 8th and 9th avenue. every Sunday at 1 p.m.
W. E. Hammond, 1816 Union avenue.....Master
J. F. Walls, 1117 17th street.....Secretary

288. **EMMETT: Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 p.m. and 3d Monday at 7 p.m.
W. S. Davis, Box 80 .....Master
F. T. Slayton, Box 121.....Secretary

289. **GRAND ISLAND: Grand Island, NEB.**
Meets 2d and 4th Sundays.
J. W. Allwine, L. Box 135.....Master
G. Morgan, Box 575.....Secretary

290. **MARION: Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington street.....Master
R. Tierney .....Secretary

291. **ATLANTIC: Brooklyn, N. Y.**
Meets at Pythias Hall, corner Atlantic and Georgia avenues, East New York, N. Y. 2nd and 4th Saturdays at 8 p.m.
W. C. Latimer, 118 Hall street.....Master
G. W. Bruno, East New York, N. Y.....Secretary

292. **MONUMENTAL: Baltimore, Md.**
Meets every Friday at 7:30 p.m. in Armstrong & Denny's Hall, corner Light and Montgomery streets.
J. W. Kelly.....Master
S. E. Labarrer, 188 Scott street .....Secretary

293. **LAFAYETTE: Philadelphia Pa.**
Meets corner Frankfort Road and Sargent street 2d and 4th Sundays at 1 p.m.
J. J. Leahy, 2627 Fremont street.....Master
W. J. Sharky. 2608 Somerset street.....Secretary

294. **OHIO RIVER: Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 p.m., in Palmer's building, 3d avenue, between 8th and 9th streets.
O. G. Temple .....Master
A. L. Jackson.....Secretary

295. **U. S.: Davenport, Ia.**
Meets 1st and 3d Sundays of each month.
G. Dougherty, 214 W. Front street.....Master
E. W. Mason, Room 6, Davis Block.....Secretary

296. **AT LAST; Knoxville, Tenn.**
Meets every Saturday at 7 p.m., corner Gay and Clinch street.
J. P. Ford, 71 McGhee.....Master
W. C. Goodner, 63 W. Depot.....Secretary

297. **CLARK; Jeffersonville, Ind.**
J. Wilson, Box 392.....Master
L. Eggleston.....Secretary

298. **GLENCOE; St. Louis, Mo.**
Meets at Chouteau Hall, 2817 Chouteau avenue, 1st and 3d Thursdays at 7:30 p.m.
G. Andrews, 2843 Market street.....Master
H. C. Wheat, 1221 S. Compton avenue...Secretary

299. **CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 p.m.
M. Prescott .....Master
C. H. Ridge, Box 87 .....Secretary

300. **HARBOR CITY; Michigan City, Ind.**
Meets 1st Monday at 2 p.m. and 3d Monday at 7 p.m., over First National Bank.
A. S. Hewitt, Box 834 .....Master
H. J. Manney, Box 371.....Secretary

301. **GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 a m. and 3d Friday at 7 p.m. of each month in Engineer's hall.
S. J. Norris .....Master
N. E. Aldrich .....Secretary

302. **YOUGHIOGHENY; Connellsville, Pa.**
Meets at Reisinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231.....Master
C. A. Plante .....Secretary

303. **POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 p.m. in Masonic Hall.
J. E. Dehn .....Master
W. A. Weir .....Secretary

304. **THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 p.m.
F. H. Barrelle.....Master
G. B. Yauch .....Secretary

305. **SOLIDAD; Jimulco, Mexico.**
Harry Murray, El Paso, Tex .....Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas .....Secretary
care J. S. Turner, M. M., Jimulco, Mexico.

306. **GRANITE STATE; Concord, N. H.**
Meets 2d Saturday at 7:30 p.m., and 4th Sunday at 3 p.m. in K. of L. hall.
J. C. Muzzey, 8 Bowery avenue.....Master
J. P. Callahan, 19 Pine street.....Secretary

307. **HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main street, 1st and 3d Sundays.
F. E. Gates, 34 Patton street .....Master
W. M. Butler, B. & A. Engine House..Secretary

308. **BELLE HAVEN; Alexandria, Va.**
E. B. Kemp .....Master
W. M Mansfield, 228 Duke street.....Secretary

309. **BARTHOLDI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday. corner Vernon avenue and Ferry streets.
W. J. Simon, Box 73, Schuetzen Park
P. O, Long Island, N. Y .....Master
J. W Brown, 145 Dupont st, Green Point
L. I. .....Secretary

310. **CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin .....Master
Geo. Wareham .....Secretary

311. **BELLE PLAINE; Belle Plaine, Ia.**
R. Rippen .....Master
J. C. Hanby, Box 228.....Secretary

312. **BLUE VALLEY; Wymore, Neb.**
M. Hefferman, Box 152.....Master
F R. Swaney, Box 6 .....Secretary

313. **KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 p.m., in Mellville Hall.
M. S. Laughlin, Box 54.....Master
John Williams, Box 131, Armstrong, Kan .....Secretary

314. **MINERVA; New Castle, Pa.**
Meets alternate Sundays in K. of P. Hall.
E. W. Shatto, Mahonington, Pa.....Master
G. Lutton.....Secretary

315. **TROY CITY; Green Island, N. Y.**
W J. Mattice.....Master
W. J. Murray.....Secretary

316. **OMEGA; Buffalo, N. Y.**
Meets every Saturday at 8 p.m. at Siebert's Hall.
W. J. Daly, 768 S. Division street.....Master
W. H. Walsh, 1903 Broadway.....Secretary

317. **MOUNT PENN: Reading, Pa.**
Meets 1st and 3d Sundays at 9:30 a.m. in Bland's Hall, 9th and Penn. streets.
E. Noonan, 638 N. 8th street .....Master
W. A. Gordon, 836 Green street.....Secretary

318. **IRON CITY: Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward .....Master
J. F. Willis, Glenwood, 23d Ward.....Secretary

319. **ORPHANS' HOPE; Dennison, Ohio.**
Meets in Odd Fellows Hall every Tuesday evening.
T. E. Whitesides .....Master
J. H Rowland.....Secretary

320. **DURHAM; Martinsburg, W. Va.**
Meets every Saturday at 7:30 p.m., in K. of P. Hall.
W. M. Johnson.....Master
C. B. Crowell .....Secretary

Digitized by Google

321. SNOW DRIFT; Chaplean, Ont.
Meets every Sunday at 8 of L. F. Hall, over Osborne's store at 2 p.m.
A. Rathwell C. P. R. R.....Master
W. J. Devlin, C. P. R. R.....Secretary

322. WISSAHICKON; Philadelphia, Pa.
L. D. Woodington, 1939 N. Ninth street....Master
J. Haas, 2135 Darien street.....Secretary

323. ANTHRACITE; Tamaqua, Pa.
W. H. Frey, Box 367.....Master
W. Heckman, Box 367.....Secretary

324. MOUNTAIN GROVE; Catawissa, Pa.
J. W. Fisher.....Master
D. Geiger, Jr.....Secretary

325. SCHUYLKILL VALLEY; Pottsville, Pa.
J. J. Horty, 56 E. Bacon street, Palo Alto, Pa.....Master
W. H. Sowers, 102 W. Savoy street, Palo Alto, Pa.....Secretary

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7 p.m., in G. A. R, Hall.
C. Billington, 6 Johnson street.....Master
J. H, Fenner, 61 Davis street.....Secretary

327. SILVER MOUNTAIN; Barstow, Cal.
Meets in B. of L. F. Hall 1st and 3d Sundays and 2d and 4th Wednesdays of each month at 7:30 p.m.
A. W. Mero, Box 10.....Master
F. P. Riggs.....Secretary

328. STONE BALLAST; Plattsmouth, Neb.
W. Crehan.....Master
J. A. Marshall, Box 75.....Secretary

329. SOLOMON VALLEY.; Downs, Kansas.
A. Dillon.....Master
W. Jacobia.....Secretary

330. RIVER VIEW; Kansas City, Missouri.
Meets 2d and 4th Thursday evenings.
Jas. O. Laughlin, Armourdale, Kan.....Master
A. W. Abraut, 1354 Liberty street, Kansas City, Mo.....Secretary

331. CHICAGO BELT LINE; Auburn Junction, Ill.
W. Muldoon.....Master
W. C. Wright, Box 77.....Secretary

332. STONE MOUNTAIN; Augusta, Ga.
Meets every Wednesday at 7 p.m.
A. J. Wages, G. R. R. Shops.....Master
R. B. Chapman, 414 Reynolds st.....Secretary

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays.
B. F. M. Keffer, 4116 Ogden street.....Master
C. V. Plant, 3911 Wallace street.....Secretary

334. ELLSWORTH; Philadelphia, Pa.
L. Genay, 1007 Ward street.....Master
W. M. Akin, 521 Woodstock street.....Secretary

335. SAINT ADOLPHUS; Hochelaga, Canada.
A. Pring, 43½ Dufreane st., Montreal, Can. Master
P. Dionne, 69 Iberville street.....Secretary

336. FALL RIVER; Neodesha, Kansas.
W. Driscoll, Pierce City, Mo.....Master
J. W. Chasteen.....Secretary

337. BIG FOUR; Kansas City, Mo.
Meet alternate Thursdays at 7:30 p.m. at 710 Holly street.
C. T. Allis, 1631 Belleview Avenue.....Master
G. H. Roberts, 1631 Belleview Avenue. Secretary

338. WEST BRANCH; Renovo, Pa.
Meets 1st and 3d Sundays of each month, corner 4th street and Ham avenue at 1:30 p.m.
F. Kerby.....Master
F. A. McGuire.....Secretary

339. WHITE BREAST; Charlton, Iowa.
M. L. Bixler.....Master
A. M. Williby, L. Box 156.....Secretary

340. STAR OF THE WEST; Newton, Kan.
Meets 2d and 4th Sundays in Odd Fellows' Hall.
C. S. Druce, Box 357.....Master
J. M. Kelly, Box 567.....Secretary

341. GOLD RANGE; Kamloops, B. C.
D. A. Morton.....Master
J. Gander.....Secretary
A. Randall, Donald, B. C.....Receiver

Some Things I Know About Handling

—AN—

ENGINE.

This is contained in a small book of 55 pages and has a very large amount of information especially for ENGINEERS AND FIREMEN. Its title is ALEXANDER'S READY REFERENCE—ENLARGED STANDARD EDITION. This work without doubt contains more valuable information in fewer words and is easier understood by Railroad men than any other work now in print; because it is written in the same manner that Railroad men talk to each other about Engines. Old runners say it is the only book they have ever seen that is of any use to a Railroad Engineer. In this Edition there are some very important new items about VALVE MOTION, together with a large diagram showing all the workings of the valve and its connections from the STEAM CHEST TO THE ECCENTRIC. The explanation is so clear that any one who can read can understand it. There are also four other large cuts of Engines in a pocket in each book; it also contains a full description of the working and handling of Westinghouse Air and Automatic Brakes; also remedies for break-downs and failures of every description likely to occur on the road. All given in language FAMILIAR TO EVERY ENGINEER or old Fireman. The Book is very valuable to men working on running repairs of Engines, and is a gold mine to Locomotive Firemen aiming at promotion.

PRICE 75 CENTS—amount can be safely sent by Money-Order, Postal Note, or Registered Letter from any post-office. Cash must accompany all orders.

Address,

THEO. DEBS,

Terre Haute, Ind.

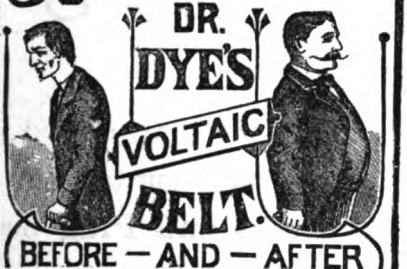
MORE MONEY FOR YOUR WORK

If you improve good opportunities. HALLETT & CO., Portland, Maine, will mail, free, full information showing how you can make from $5 to $25 and upwards a day, and live at home wherever you are located. Better write; some have made over $50 in a day; all new. No capital required; started free. Both sexes; all ages Success for every worker. Send address and see for yourself.

$50 If you think of spending fifty or one hundred dollars in advertising send us a copy of your advertisement, and we will tell you (free of charge) what will be the best possible investment for you to make. Send 10 cents for 176 page pamphlet. Address, GEO. P. ROWELL & CO'S NEWSPAPER ADVERTISING BUREAU, 10 SPRUCE ST., New York.

Digitized by Google

30 DAYS' TRIAL



BEFORE — AND — AFTER

Electric Appliances are sent on 30 Days' Trial.

TO MEN ONLY, YOUNG OR OLD,

WHO are suffering from NERVOUS DEBILITY, LOST VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration of HEALTH, VIGOR and MANHOOD GUARANTEED. The grandest discovery of the Nineteenth Century. Send at once for Illustrated Pamphlet free. Address

VOLTAIC BELT CO., MARSHALL, MICH.

FREE TO F. A. M. Fine Colored Engraving of the Old Sun Tavern in Philadelphia in which the first lodge in N. America was held. Also large illustrated Catalogue of Masonic books and goods with bottom prices. Also offer of first-class business. Beware of spurious works. REDDING & CO.,
Masonic Publishers and Manufacturers, 731 Broadway, New York.

THE GREAT AMERICAN TEA COMPANY

GOOD NEWS TO LADIES!

Greatest inducements ever offered. Now's your time to get up orders for our celebrated Teas and Coffees, and secure a beautiful Gold Band or Moss Rose China Tea Set, or Handsome Decorated Gold Band Moss Rose Dinner Set, or Gold Band Moss Decorated Toilet Set. For full particulars address

THE GREAT AMERICAN TEA CO.,
P. O. Box 289. 31 and 33 Vesey St., New York.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express and P. O. address.
DR. T. A. SLOCUM, 181 Pearl St., New York.

INTENDING ADVERTISERS Should address

GEO. P. ROWELL & CO.,

10 Spruce Street, New York City.

For SELECT LIST OF 1,000 NEWSPAPERS

Will be sent **FREE** on application.



LODGES OF THE B. of L. F.

WISHING TO PROCURE

REGALIAS

Will save 20 to 50 per cent by sending orders to

M. C. DAVIS & CO.,

Room 27 Wright's Block,

Send for Price List. INDIANAPOLIS, IND

ESTABLISHED 1846

MUNN & Co. PATENTS

NEW YORK

After Forty years' experience in the preparation of more than One Hundred Thousand applications for patents in the United States and Foreign countries, the publishers of the Scientific American continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc., for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. Their experience is unequaled and their facilities are unsurpassed.

Drawings and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models or drawings. Advice by mail free.

Patents obtained through Munn & Co. are noticed in the **SCIENTIFIC AMERICAN**, which has the largest circulation and is the most influential newspaper of its kind published in the world. The advantages of such a notice every patentee understands.

This large and splendidly illustrated newspaper is published **WEEKLY** at $3.00 a year, and is admitted to be the best paper devoted to science, mechanics, inventions, engineering works, and other departments of industrial progress, published in any country. It contains the names of all patentees and title of every invention patented each week. Try it four months for one dollar. Sold by all newsdealers.

If you have an invention to patent write to Munn & Co., publishers of Scientific American, 361 Broadway, New York.

Handbook about patents mailed free.

Digitized by Google

Chew Rail Road Plug.

To the Brotherhood of Locomotive Firemen:

Gentlemen:—On the 2d of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of **Rail Road Plug** that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it.

Respectfully,

THE KENTUCKY RAIL ROAD TOBACCO CO.

The above statement is correct. Ask your dealers to keep the "Railroad Plug."

Eugene V. Debs, G. S. and T. F. P. Sargent, G. M.

WHOLESALE AGENTS.

Peter Hauptman & Co., St. Louis, Mo.
Hulman & Co., Terre Haute, Ind.
Hannah & Michael, Mobile, Ala.
R. D. Kellogg, Rochester, N. Y.
G. S. Feeny, Wheeling, West Va.
Kessler, Koch & Co., Louisville, Ky.
Isaac Eberly & Co., Columbus, Ohio.

Digitized by Google

SMOKE THE

"ECCENTRIC" CIGAR,

The Finest 10c Cigar in the Market.

OR SMOKE

"THE VALVE" CIGAR,

The Best 5c Cigar you can get.

TRADE MARKS REGISTERED.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN—On the 31st day of December, 1885, I signed a contract with your Grand Master and Grand Secretary and Treasurer, to pay into your Treasury for five years a *royalty* of one dollar on every thousand cigars of the above brands that I sell: If *every member* who smokes will assist by smoking these cigars, asking for them continually in stores that do *no* keep them, and asking his friends to try them, the royalty paid into your treasury will, one year hence, undoubtedly amount to two or three thousand dollars *per month!* Retail Dealers should order from the Wholesale Dealers and if they refuse to get the cigars I will ship direct to the Retailer. No cigars genuine unless each box lid has a *fac simile* of my signature as below. Any further information will be cheerfully given. Respectfully,

F. D. Thompson

P. O. Box 45, Covington, Ky. **Manufacturer,**

The above statement is correct. Ask your dealers to keep the cigars.

EUGENE V. DEBS,
Grand Secretary and Treasurer.

F. P. SARGENT,
Grand Master.

QUERY: If *each member* of the B. of L. F. should smoke *two* of these cigars *daily*, how much would the royalty amount to in one *month?*

BOSTON AGENTS—F. A. Dodge & Co, 74 Portland Street.
PHILADELPHIA AGENTS—{ Gumpert Bros., 1341 Chestnut St. / James Trimble & Co., 505 Market St.
ST. LOUIS, MO., AGENTS—Peter Hauptman & Co.
BLOOMINGTON, ILL., AGENTS—Harlan Bros.
DES MOINES, IOWA, AGENTS—Warfield, Howell & Co.
LINCOLN, NEBRASKA, AGENTS—Brown & Patrick.
ROCK ISLAND, ILLS., AGENTS—Henry Dart's Sons.
DUBUQUE, IA, AGENTS—Schroeder & Kline.
COLLINWOOD, OHIO, AGENT—C. W. Smith.
LOGANSPORT, IND., AGENT—P. W. Moore.
NICKERSON, KANSAS, AGENTS—McCormick & Reed.

Digitized by Google

RAILROAD MEN'S BEST FRIEND.

For a good, Time-Keeping Durable Watch Buy

Townsend's Special Railroad Watch.

He also keeps in stock all grades of American Watches, and retails them at wholesale prices. Write for price list. You can save 15 to 33 per cent. Agents wanted. A complete stock of Jewelry, Clocks, &c., samples of his own designs. B. L. F. Charms and Pins sent on selection. Fine repairing and manufacturing at lowest prices. He sells more Railroad Watches than any house in Chicago. Reference, First National Bank.

His **Five RAILWAY Movements** are unsurpassed for durable and reliable timekeepers. **Railway, $45 00; Anti-Magnetic, $35 00; Excelsior, $30.00; Superior, 28.00;** and **Rockford-Townsend Watch, $22.**

Send for Price List before purchasing elsewhere.

Townsend's new **Anti-Magnetic Movement,** suitable for Operators and Electricians.

☞ **Special Wholesale and Retail Agent for the Celebrated E. HOWARD & CO. Watches, Boston, Mass**

Send for sample card of his own special **B. of L. F. Pins, Charms, Badges and Ladies' B. of L. F. Ear-rings,** now all the style.

We endorse Mr. J. S. Townsend, as being an honorable and fair-dealing gentleman.

W. E. BURNS,
J. J. HANNAHAN.

Address all communications direct to

J. S. TOWNSEND,
Wholesale and Retail Watchmaker, 1554 Wabash Ave., Chicago, Ill

TO ADVERTISERS.

A list of 1000 newspapers divided into STATES AND SECTIONS will be sent on application—**FREE.**

To those who want their advertising to pay, we can offer no better medium for thorough and effective work than the various sections of our Select Local List.

GEO. P. ROWELL & CO.,
Newspaper Advertising Bureau,
10 Spruce Street, New York

OFFICIAL CHARTS.

The Official Chart of the Brotherhood of Locomotive Firemen has been transferred to **WM. HUGO,** of EUREKA LODGE, NO. 14, and all orders will receive prompt attention.

Address,
WM. HUGO, 79 N. Noble St., Indianapolis, Ind.

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again. I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you.
Address DR. H. G. ROOT, 183 Pearl St., New York.



Comet Pile Remedy.
Comet Liniment,
Comet Catarrh Cure.

PRICES OF EACH,
FIFTY CENTS.

Recommends furnished. Correspondence solicited.

For sale by Druggists. Sent by mail or express, on receipt of price, *charges paid by us.*

COMET MEDICINE CO,
1027 North Ninth St., cor. Carr,,
St. Louis, Mo.

ADVERTISERS

Can learn the exact cost of any proposed line of Advertising in American Papers by addressing

GEO. P. ROWELL & CO'S

NEWSPAPER ADVERTISING BUREAU,
10 SPRUCE ST., NEW YORK.

☞ Send 10 cents for 176 Page Pamphlet.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. FEBRUARY. No. 2.

SUNDAY MEETINGS.

Occasionally complaints are made because labor organizations hold their business meetings on Sunday, and the *Railway Station Agents' Journal* some time since printed the following upon the subject: "It is unfortunate that many labor organizations choose Sunday on which to hold their meetings, parades, and have their demonstrations; and more unfortunate still that they should rally under the leadership of men destitute of sufficient moral courage or conviction to openly denounce this unhallowed desecration. If the prosperity of honest labor depends upon these demonstrations, and it be impossible to hold them on another day, the cause of the laboring man is lost, for in making the Lord's Day other than that of rest, worship, immediate relief, and of spiritual development, they virtually defy the command of God and subvert the principles upon which all real prosperity must depend." Manifestly the foregoing requires investigation. If the conclusions of the *Station Agents' Journal* are correct, if the position it has taken is tenable, then labor organizations should speedily change their program, because whatever else may be said of them, their object is to vitalize, rather than "subvert the principles upon which all real prosperity must depend."

It will likely occur to the average reader, that the first question to be disposed of is, are labor organizations a necessity? If the answer is no, then, as a matter of course, little more need be said upon the subject. There being no requirement for labor organizations, their existence is without special importance, and their meetings ought not to occur at such times as to require rebuke. But the verdict is that labor organizations are a necessity, and that they are of vast importance, not only to those immediately concerned, but the public at large. These things being conceded, the meeting of the organizations at once assume commanding weight and consequence —facts which we shall discuss further along. Manifestly, the question of times for meeting must be considered. Working men are employed six days in the week and ten hours a day. It might be said that they should hold their meetings and have their parades after their day's work is done. But it should be remembered that a workingman must have some time to attend to his domestic and personal affairs. Workingmen, like other American citizens, have business interests requiring their attention, and, as things are now arranged, the only time to perform such

Digitized by Google

imperative duties is after the toils of the day are over. He must have some time for reading. He is a citizen clothed with great responsibilities which he cannot meet unless he is informed, and this information he must obtain during the little time he can call his own, when his daily task has been performed; hence it will be observed, if meetings are held, they must be held on Sunday or not at all.

We observe that a great majority of the labor organizations of the times are benevolent in their character—that is to say they collect dues from their members and pay benefits when their members are sick or disabled and pay over to their destitute families certain stipulated sums when they die. It must be remembered that churches do nothing of that sort. Take, for instance, the Brotherhood of Locomotive Fireman, Locomotive Engineers, Brakemen, Switchmen, and many others which might be mentioned, they ceaslessly regard the misfortunes of their members, and see to it that sickness and disability does not leave them to the cold mercy of the world. To what extent such solicitude relieves the state of financial burdens need not be discussed, but that it does relieve the taxpayer of large sums which would otherwise be required, could easily be demonstrated by figures that would effectually silence professional croakers.

When labor organizations meet on Sunday it is for the purpose of discussing all questions which relate to the "good of the order." Suppose the order of business required at each meeting that such questions as the following should be propounded by the presiding officer?" "Any one sick? are any disabled? or has any member died since our last meeting?" and in each case an affirmative answer should be given? What then? Forthwith the relief corps is on duty, and assistance is promptly rendered. The fountains of sympathy and benevolence at once begin flowing, nor do they cease until every demand is met, or resources exhausted.

We think it well worth while to give such inevtiable facts the largest possible prominence. It occurs to us that when labor organizations meet for such purposes, or that such results may be possible, they glorify the Sundays, and when croakers are required to answer the question: Is it right to do good on the Sabbath day? they will be required to play the role of the contemptible Pharisee, or sit as silent and dumb as oysters.

Now, it does not matter whether labor organizations could or could not hold their meetings on other days than Sundays, there is nothing connected with the transaction in any wise objectionable, nothing sinful, nothing demoralizing. Suppose they talk finance? The churches do the same, and at every meeting pass around the basket, make appeals for money for their own use, for domestic or foreign missions, showing that business is business, and that the wheels of the religious chariot will not turn without money. For this we have no unfriendly criticism. It is right and proper, though when a member of the church gets sick or disabled or dies, the church does not supply the required funds to meet the exigency. They expend so much on steeples, stained glass, carpets, velvets and gilt-edged bibles, and pay such salaries to their pastors, that nothing is left for the poor. The point we make is, that when labor organizations meet on Sundays, or parade on Sundays, it is done that the organization may be strengthened, better equipped to protect labor against the encroachment of sharks, and better prepared to lend a helping hand when misfortune overtakes a member. The Sabbath day, called Sunday, was never desecrated by such meetings, and never will be. The present is the age of common sense, and a religion without common sense may have been popular, but in this age will accomplish very little for the glory of God or the welfare of society.

Digitized by Google

ABOLITIONISTS.

In days, not so far away as to be forgotten by millions of men and women, the term "abolitionists" was one of crushing reproach, and he who dared plead guilty to the charge of being an abolitionist, was everywhere ostracised, and over a vast extent of territory the charge ranked with crimes which could be expiated only by imprisonment or death. Notwithstanding all this, abolition thrived, abolitionists accepted all the penalties, dared every peril, gloried in chains, prisons, exile and death. Their motto was no truce, no compromise. They saw the wrong, the curse, the crime of slavery, and they attacked it resolutely, continually, ceaslessly. They shaped events, they created circumstances, they grasped fate and destiny, and wrung from them decrees that slavery in the United States should cease. For all this they were maligned, persecuted and killed. William Lloyd Garrison, whose name was once the synonym for all things infamous, said in Philadelphia on one occasion: "There is too much quietude in this city. Your cause (the abolition cause) will not prosper here. The philosophy of reform forbids you to expect it, until it excites popular tumult, and brings down upon it a shower of brick-bats and rotten eggs, and is threatened with a coat of tar and feathers." The tumult came, it increased until the tramp of more than three millions of armed men shook the continent, and when the tumult ceased, more than 6,000,000 slaves stood erect, free, emancipated by the power of agitation, tumult, discussion, led on from small beginnings, through fire and smoke and blood to results which constitute an epoch in history such as men and angels never before witnessed since time began.

It is in order to say that revolutions never go backwards. They may meet with enemy and be arrested for a while in their march, but they never abandon an inch of ground once gained. The idea holds the fort and succeeding efforts always begin where the preceding ones halted. Tyrants can't kill ideas, opinions, they live on, proof against faggot and wheel and halter. Indeed when an eloquent voice is *silenced* it is only heard the more *distinctly*, and by a thousand times larger audience, it echoes, reverberates around the world.

There are abolitionists now, not those who demand that chattel slavery shall cease where the stars and the stripes wave, an emblem of authority, because the slave pen and the slave block and the slave lash have disappeared, but there are those who behold every day other wrongs which they have set out to abolish, wrongs of a character which will admit of neither truce nor compromise, nothing will answer the requirement but their abolition. They are wrongs which take on some of the forms of slavery, wrongs which work the degradation of men, which sap the foundations of citizenship and imperil the stability of American institutions. The conflict is not between capital and labor, between money and misery, cash and credit, it is between man and man, the man who works and the man who pays, the man who employs and the man employed. It is between the man who holds the office and the man who holds the ballot. It is a conflict between right and wrong, truth and error, justice and injustice, a conflict between citizens who make everything, build everything and the men who simply supervise and manage.

Tumult has followed tumult. There has been and there is still agitation, unrest. The courts have been invoked and the military power has been exerted, but the revolution does not move backward, nor yet stand still. To those who are willing to study the situation, it is easily understood. The men who do the work demand fair pay for their labor, decent food, decent clothing, decent shelter, homes, such as become American sovereigns, clothed with the high responsibilities of shaping the des-

Digitized by Google

tinies of the great American Republic. They are not peons, they are not helots, but freemen who have the ballot, and they will accept neither truce nor compromise, they will have their inalienable rights, and it is of the first importance for those who assume to manage affairs not to forget it.

As the case now stands, if the laws are right, they are criminally administered. If the laws are defective they will be repealed. If justice has been cloven down, it is to be re-enthroned. If in the olden times, by God's decree, it was a sin to "muzzle the ox when he treadeth out the corn," what must be the damnable nature of laws and politics that make a supply of bread doubtful to those whose toil feeds the world, and worse still, subjects them to the pangs of hunger and starvation?

The revolution now in progress is not to change the form of government, it is not to abolish courts, overthrow institutions, but rather to make government, courts and institutions subserve the happiness of the American people. We have sovereignty of the people, we have equality of conditions and responsibilities. We have made the ballot the standard, the majority must rule. The wage worker is not demanding a palace, he is not coveting the property of his more fortunate fellow citizen, but he is demanding in the distribution of the profits of labor, so much as shall redeem him and those dependent upon him from the curse of hunger and rags, and protect him and his family from beastly shelters.

It is worth while to say that this revolution may be peaceable. The tumult may be only the clash of contending opinions within the limits prescribed by law, but violent opposition to the reign of right may be productive of a state of affairs, the contemplation of which sends a shudder through all ranks and conditions. Let it be understood that wage men are everywhere organizing for the conflict. It were supreme folly for people to close their eyes to the fact, far better will it be for the country to enact wholesome laws, and fearlessly administer them. It is not a question for purse proud arrogant corporations with Pinkerton's hired assassins to settle. The military can be better employed than in shooting down half fed and half starved citizens. Such things only change the character of the tumult, without settling any question in controversy. Courts are often bribed by a thing so insufferably contemptible as a railroad pass. Banks, the creatures of law, supply the funds to enable bucket shop brokers to corner food, and thus we might enumerate curses which ceaselessly create social political and industrial tumults. Manifestly such wrongs cannot continue. They will be swept away, abolished. Abolitionists are not only increasing in number but in power It will be the part of wisdom to take the load off the backs of toilers, better for the law makers to arrest stupendous villainies, better for the courts to cease making distinctions, better at once to inaugurate a reign of justice and right. It can be done, it must be done, it will be done. The signs of the times declare that a revolution has begun, is on the march. The mass demand fair play. The constitution guarantees it, the laws must enforce it. Abolitionists point to the wrongs and say they must disappear, and as certain as tides ebb and flow they will disappear.

The official statement is made that in the State of Ohio, "the trades having the most powerful and compact organization, came the nearest to receiving an equitable share of the joint product of capital and labor." In this connection it should be stated that in no instance where labor receives such an equitable share of the joint product have strikes occurred, clearly demonstrating that honesty is the best policy.

Digitized by Google

LABOR SAVING MACHINERY.

To the dullest ear, the expression "labor saving" is something more than musical. It is supposed to mean less work, more leisure, more rest, more enjoyment, more realization of the delectations of hope, more of the "substance of the things hoped for." The time was when men and nations hailed with acclamations of delight the perfection of a labor saving machine, nor have people ceased to express satisfaction when the announcement is made, that some inventive genius has patented still another device for saving labor, that is, has constructed a machine which will perform the labor of many human hands.

We do not write for the purpose of making war upon labor saving machinery. It has come to stay, more of it is coming. Inventive faculties were never, since time began, so intensly aroused as now. Population is increasing. Old time scourges, by which cities and States were depopulated, have almost disappeared within the area of modern, sometimes called, christian civilization. The years, constituting the age of a generation, an increasing science, in many ways, is coming to the rescue of life. Over populated countries, confronted with the inevitables, starvation or emigration, are seeking to colonize the waste places in the uttermost parts of the earth, until even now, *terra incognito* have disappeared. Africa, so long the "dark continent," is already girdled with civilization, and savages in her interior jungles are made aware that the invader is upon them, and that a new era is dawning. In British India, the natives in utter bewilderment behold the steady advance of machinery which enriches and impoverishes at the same time. China, with its 400,000,000 of heathens, if it permits labor saving machinery to gain a foothold, as in the United States and some European countries, would have in a year such hordes of idlers that famine and pestilence would hold such high carnival, as has never been witnessed since the deluge. Labor saving machines, in the very nature of things, increase the army of idlers, and as certainly disperse population. But if the exodus does not keep pace with the idleness, which results from the introduction of the machine, then poverty, destitution hunger, famine and crime supervene. The labor saving machinery of England in its capacity to do the work of men, is a hundred times more than her present population. As a consequence, for centuries, England has been colonized in every portion of the habited globe, but for which England would be a charnal house. The same is true of Germany and France, and some other European countries now over populated, and in which men, confronted by the machine, struggle like drowning men to live. The United States, with a territory embracing half a continent, has invited and welcomed the people of other countries. The waves of population have rolled westward toward the setting sun, and still the human tide knows no ebb. The labor saving machine is on all the pathways of progress, and even now, the estimate is that a million men are within our boundaries, out of work, in thousands of instances because the work is performed by the machine. In over populated countries human life is cheap. There being an over supply there is no demand for the surplus. But the surplus of men, women and children must live, live how, where, under what conditions? The answer is easily made; they live off of the earnings of those who work, or they die, except those who drift into crime and are sent to prison, where in too many instances, their muscle and intelligence are utilized by the State to make the sustenance of law-abiding workingmen still more precarious.

We understand, as we have intimated, that time would be wasted in antagonizing labor saving machinery. Nor have we any desire to advocate

Digitized by Google

such a vagary as its discontinuance, but it must be apparent to political economists, philanthropists, statesmen and all men whose noses do not touch the horizon of their mental vision, that in some way a remedy rational and permanent, must be found for the encroachment of the machine upon muscle. The suggestion ought to set men of brains to thinking. The command was "multiply and replenish the earth," but when a surplus has been reached, when more children are born than can be decently reared, properly educated, clothed and sheltered, it would seem that the command should be revoked, or at least should remain inoperative. To rear children in ignorance, to subject them to hunger pangs, to cold and nakedness, to permit them to drift into crime and become a terror to society, and make them a charge upon those who work, cannot be vindicated. The malthusian theory, that such children die by a decree of nature, is known to be erroneous. They do not die, they live to prey upon others. It is supposable that a remedy could be supplied by statute, making the marriageable age of men forty years and that of women thirty-five, and in addition, making the birth of a child out of wedlock a felony to all parties concerned. Manifestly, such propositions would transform the world into pandemonium. Such statutes would be dead from the day of their enactment, and yet, the fact that children are being born to lives of degradation and crime would remain as stubborn as ever.

But there must of necessity be found a safe way out of the difficulties which environ the subject. There is a steady increase of labor saving, or *idleness creating* machinery. There are more men than work. Statistics demonstrate the fact. Crime increases because idleness increases. Idleness and crime are twin scourges, they are in intimate companionship. The state is interested, society is interested, law, order, peace and security demand that a remedy be found. There is fortunately a way out of the difficulty. It is, reduce the hours of labor, and proceed with the reduction until idleness is reduced to the minimum point, the lowest practicable point, and in pursuing this policy, permit no question of individual interest to operate as an obstacle. The machine must not be destroyed, and the citizen must not die of starvation, nor what is worse than death, drift into a life of crime that the machine may thrive. By reducing the hours of labor, you reduce idleness, crime, poverty and danger. Society is interested, the State must come to the rescue. Men who know their rights and dare maintain them constitute the State, not machines, and this fact should everywhere be borne in mind.

We see it stated that G. M. Beach Esq., who occupies the position of general manager of the Bee Line system of rail roads, issued from his office the following Christmas greeting to all the employes of his road; "I wish you all a merry Christmas and happy New Year. First recognizing the blessing bestowed upon us by the giver of all good. I tender you one and all my sincere and heartfelt thanks for your undivided and faithful support for the success of the business of the year 1886, and I ask your continued support for the Bee Line property in 1887." It occurs to us that in doing this Mr. Beach, to use a phrase, played a "trump card." It showed a generous recognition of services rendered, a leveling up and a leveling down of "capital and labor" worthy of universal invitation. We congratulate the employes of the "Bee System" upon their good fortune in having a general manager whose heart beats responsive to emotions born of kindness.

There are now more than thirty trades which have national organizations, and the number is steadily increasing. The wage men of America mean business.

Digitized by Google

WILL LABOR ORGANIZATIONS FEDERATE?

We do not mean to be understood by the interrogatory, which forms the caption of this article, as propounding an inquiry which, however answered, would indicate a wish on our part, that all labor organizations should abandon their distinctive features, and form one grand central organization. On the contrary, we ask the question that we may put upon record such reflections *pro et con* as the subject suggests.

We do not regard as a probable result, that labor organizations will federate in any sense, that will require the abandonment of names, distinctive purposes of their membership, their constitutions, laws, rituals, etc. Nor do we believe that such a federation is desirable. It would require the abandonment of "home rule," and would, we think, result in confusion instead of order and harmony.

But we fail to discover any good reason why labor organizations of certain trades could not federate with decided and great advantages. To some extent this has already been accomplished.

Printers' Unions have federated. There is a National Printers' Union. There may be other National Unions, which, in their Annual Conventions, legislate for all subordinate lodges. The idea is eminently practical, and only good results follow.

The organization of the Knights of Labor seeks to embody all trades, and to draw into its embrace all workingmen, without reference to trade or employment. It is not a federation of labor organizations, but a union of all classes of laboring men and women. It seeks to combine in one fold the working men of the country, to formulate policies and enact laws and regulations, by which men of trades and without trades shall be governed. And this being the case, the task must of necessity be herculean.

It is by no means a difficult matter to name all the trades (we refer to mechanics) known to the country. They are numerous and include a vast army of wage men. Thousands and tens of thousands of these wage men are now members of unions, peculiar to their trade. These unions, lodges, or by whatever name their organizations are known, could have State and National organizations, and delegates from State organizations could form a National organization, like the State and Federal governments, exercising so much and no more power than is delegated to them. This done, there could be organizations of laboring men, who are not known as mechanics, but who are profoundly interested in labor questions, and these could be and should be organized and represented in the State and National organizations.

Do these propositions appear Utopian? visionary? impracticable? If so, then the federation of labor, or labor organizations, is an idea to be classified with other vagaries, and should be remanded to the limbo of hallucinations.

But federation is not impracticable. On the contrary, federation is feasible, and if labor is ever to reach the goal of equality with capital, in shaping policies, in the assertion of prerogatives, it will have to federate.

In contemplating the subject, it is quite probable, if there are those who are doubtful, that their distrust arises from the fact that the number of wage men of America is so great that hesitancy in accepting the practicability of federation is in the line of prudence. To this we reply, by using the old aphorism "Rome was not built in a day." We recognize that time will be required, and when courage, perseverance and intelligence are in alliance with time, there is no obstacle in the pathway of human advancement which may not be removed.

The present generation may not see the glad day of the complete emancipation of labor from its enthrallments.

Digitized by Google

It may not see the hand of oppression lifted from labor, but it may lay the foundation upon which other generations can build. It may send circling around the world those ideas and words, which taking root in the minds and hearts of men, shall eventually produce results to the glory of God and the emancipation of men from oppression.

We are well aware that the federation of American workingmen is not a problem to be solved in a day, and we are quite as confident that an oak whose mighty arms defy the storm is not produced in a day. We are not required to discuss time. Time like space defies calculation. We are only interested in the purposes, the ambitions, the determinations of workingmen. The subject of "Capital and Labor" has been discussed *adnauseam*. Be assured capital will federate, combine, organize, and will be heard. Nobody antagonizes capital, and no more apologies from labor in that direction are required.

To assume that labor has no other object in view than to fix prices, maintain prices, and determine the hours of a day's work, is a drivelling estimate of the ambitions of workingmen. They demand to be heard on the subjects we have named, but there are other aspirations which animate workingmen. They demand absolute freedom from social and political ostracism. They demand a public opinion, in which the badge of labor shall no longer be a badge of degradation. Hitherto the so-called learned professions, law, medicine, theology, have had a monopoly of social and political dainties. In Legislative assemblies there must be 90 per cent. law and of the remaining 10 per cent, labor has been content with a fraction of 1 per cent., or no per cent. at all. And as labor is the great interest of the country, it proposes to increase its per cent. of importance and influence in the politics of the country, in the science of government, and this can be accomplished in its fullest measure by federation, and only federation.

No greater service could be done for society, for the welfare of all, than for thoughtful men to devise plans whereby labor organization could be brought into a grand national federation. This done, there would be something more and better than a Labor Bureau in Washington City, there would be a Labor Department of the Government, and when the President called his counselors together, there would be found at the board a man able and ready to speak for men, without whom there would be no government. Therefore, adopting the poetical and practical philosophy of Longfellow, we say;

"Let us then, be up and doing,
With a heart for any fate;
Still achieving, still pursuing,
Learn to labor and to wait."

Hon. Chauncy M. Depew, president of the New York Central railroad, demands a good "tenor voice," when the brakeman steps inside the car and calls out the name of the station. Shortly after issuing the order the president received a communication in words following, to-wit: "Dear sir—Wot kind of a tenner voice do you ekspect to hire for $40 a month. Yours trooly, Jim." Manifestly, "Jim's" interrogatory will set Mr. Depew to thinking. A superb "tenor voice," such as could be heard above the din of the car wheels, and the clatter of human voices is worth more than $40 a month, and we doubt if "Jim" does his best when calling out the stations unless Mr. Depew advances wages. If he must have brakemen with good tenor voices he will have to come down with more cash.

The scribbling idiots who write about "pauper labor," should be required to show when labor entered the ranks of pauperism. Poor men they are, many of whom are compelled to work for wages which barely serve to keep their souls in their bodies, but they are not paupers.

Digitized by Google

LABOR UNIONS AND BUREAUS.

Ir is probably a nice arrangement that no one can tell what "a day may bring forth," and yet men, by closely scanning the signs of the times, do prognosticate often with amazing accuracy "what a day will bring forth." It is not required that we should descend to particulars, because there are immutable laws existing, which hide from mortal vision, "what a day will bring forth." Certain it is that each day will bring forth certain conditions requiring a vast multitude of men to work for their food, clothing and shelter, and viewing the past, noting particularly the present, men laying no claims whatever to power of prophecy are able to foretell what a future day will bring forth, and, be it said, the number who can perform such valuable service is daily increasing. A man calmly surveying the field of labor will make special note of those at work, he will inquire as to wages, hours of work and conditions. He will ascertain whether the workers are satisfied or discontented, whether they are treated justly or unjustly, whether their wages are sufficient to enable them to obtain the comforts of life, and if not, why not. This done, he can put on prophetic robes and predict what a day will bring forth with startling certainty. Those who will listen will hear him declare that dissatisfied workingmen will organize to secure for their labor wages sufficient to secure the comforts of life, good food, good clothing, good shelter, with something over to purchase books and papers, something over to enable them to send their children to school and to church, something over to enable them to pay for medicine and for a doctor when sickness overtakes any one of the family, something over to purchase a lot in some corner of a cemetery, where a loved one may be buried, instead of being laid to rest in a Potter's field. It is not required to go to the Bible to find prophets, they are with us, and are telling hard-hearted and hard-fisted, soulless employers that labor is organizing and will continue to organize until laboring men, women and children stand disenthralled from the grinding curse of those who enslave them. The world is beginning to believe there are those in the world who can foretell what a day may bring forth, and fortunately there are those who have the courage, the manliness, to listen to their prophetic words. Labor unions are everywhere being organized. Their Shillobeth words are Right, Justice, Fair play. They are not Anarchists, Socialists, nor in any offensive sense, Communists; they are not advocating any new form of government, they do not demand a change of constitutions and institutions. They are the supporters of law, order, religion, morals and education. They have the high ambition to better their condition, not by injuring others, but by establishing under the sanction of law, simple equity, which, like the rain, is a blessing to all.

Mr. John Ruskin told a body of English workingmen that "there is a working class—strong and happy—among both rich and poor; there is an idle class—weak, wicked and miserable—among both rich and poor," but in the United States there is a vast number of people who, though they are hard workers, and not idlers, cannot obtain enough for their work to live comfortably, because there is a class employing them who refuse to inaugurate a reign of justice; hence labor is organizing to overthrow injustice, and the days are beginning to bring forth victory,

"A Western Manufacturer" contributed some months since to the Century Magazine, a paper on the "Labor Question," from which we make a few extracts. The writer says:

"The earliest historical records of the relations of the employed to the employer are those of compelled services; that is, some form of bondage, either slaving to the State (the State being composed only of those who had

Digitized by Google

power) or personal servitude to individual masters. The power of organization was soon learned, and then came the classification of slaves by their duties. This condition continued until the fall of the Roman Empire established the feudal system, while the advance of Christianity gradually did away with slavery. The classified slaves, when freed, instituted guilds as a protest against feudalism. These guilds gradually consolidated the forces of the laboring classes against the control of the governing classes. In these guilds history repeated itself. They first became monopolies in their several trades; then wealth began to centralize and consolidate itself; the guilds divided among themselves into plodders, and those who accumulated the savings of their toil, and so capital was born, as a new factor to utilize the labor of the many and a new enemy for labor to antagonize."

It will be observed that the writer says labor began in slavery, slavery to the State or to individuals; that the organization of guilds resulted in monopolies and the birth of capital, that is to say, labor created capital, and the child of its toil grew to such proportions that it enslaved its foster fathers, and Europe, however changed in its conditions by the lapse of centuries, has been, as under the Roman Empire, labor's slave power, and remains so, except as modified by labor unions. But we must furnish another extract, which will pretty clearly indicate the honesty of the writer and his ability to tell the truth. He says:

"This *resume* of the past history and relations of the employes and employed, demands a brief statement of the position in which the two parties to the question now find themselves. It is simply a condition of war. The employer, contending against the competition of the world, finds himself hampered at every step by aggravated restrictions and senseless interferences with his business. Faithful and honorable service, as a rule, is a tradition, but no longer a fact. His interests are not studied, nor indeed cared for. So far as he can discern, his men rather rejoice at his loss than at his gain."

Such is the character of the literature of the times as written by "A Western Manufacturer." The arraignment of workingmen is indicated as deep seated malevolence. It is a combination of falsehood, hate and slander. The products of the mechanical and manufacturing industries of the United States in 1880 were valued at $2,369,271,191, and it is a prudent estimate to say that in 1886 their value was not less than $6,000,000,000. To produce this vast sum total of wealth 3,000,000 persons were engaged, and yet the writer from whom we have quoted has the unspeakable effrontery to say that this vast army of people rejoice in the losses of their employers. Why this wholesale slander? Simply because wage men organize that out of their earnings they may have the comforts of life and be rescued from degradation.

Quoting further from an article in the Century Magazine, a writer, said to be a "distinguished divine," says:

"Labor is organized for the purpose of its interests. It is thus deepening the chasm and intensifying the hostility between the laboring classes and the capitalists. Nearly every trade has now its trade union. Some local, some national. These unions are essentially warlike in their aims and methods."

With such statements, originating in prejudice and fortified by falsehood, and published broadcast over the country, it is not surprising that labor has been required to struggle against opposition which made progress slow and delayed justice. Laboring men were required to contemplate a condition of affairs in which fair play was exiled. Wages went down, steadily down. The more they produced, the less they received. Capitalists and employers combined to increase their gains, the laws were so constructed and construed

Digitized by Google

as to aid their schemes. To workingmen the means of subsistance became more and more precarious. As a consequence, trades unions were organized. Mayor Grace, of New York, an eminent merchant and a man of broad views, in referring to trades unions, said:

"They are organized for defense, not for aggression. Their main purpose is for the establishment of equality, of opportunity, without which equality before the law is an impossibility; with them, to raise wages and shorten hours of labor, is but a means to an end, and that end is to make the workingman's life less precarious; to make him a better mechanic, a better man, a better husband and father and a better citizen."

Before quoting further from Mayor Grace, we pause to inquire what other organizations of private citizens have for their supreme purpose the making of life *less precarious*? What organization of private citizens have for their supreme purpose the making of its members better men, better husbands and fathers and better citizens? It will be understood that we omit all reference to the church. We inquire, do Boards of Trade, Stock Exchanges, Bankers' Associations, or corporations of any kind whatever? The reply is "no," with earthquake emphasis. Trades unions stand forth as the only organizations of citizens whose high ambition it is to make their members better husbands, fathers and citizens, and the fact blazes like a planet in the industrial firmament, and in doing this, governments, municipal, State and National, are under mighty obligations to them. Society is indebted to them, as Mayor Grace says: "They have and are vastly improving the condition of the wage worker, and consequently the condition of society as a whole," and adds, "they teach him lessons in industry and sobriety, and are schools for self government and mutual self help. They strive for justice for themselves as organized bodies and as individuals. With them the industries are respected, and dishonesty, or duplicity, or idleness finds no resting place."

Mayor Grace has broad and comprehensive views. He is evidently a student of men, of institutions and of affairs. His testimony is that of a man who comprehends the dignity of citizenship, and would have men clothed with its high responsibilities free from the degrading surroundings of men, who, in other countries, would be but one remove from chattels.

The vast army of laboring men in the United States are coming into prominence and power. Trades unions are increasing, and in many of the States Labor Bureau's have been organized by statute for the purpose of obtaining all needed information in regard to the condition of wage men. The Federal Government has established a Labor Bureau and the industries of the nation are in future to be better understood. Such legislation, by States and by Congress is an indication of the advance labor has made in influencing governmental affairs. In the near future, by the power of organization and intelligence, workingmen are to receive the fullest recognition. They are not asking to be the wards of the government, they are asking only for fair play, righteous laws honestly administered. Bureaus of labor statistics are increasing, already fifteen States have them in full operation, and they are contributing immensely in giving the industries of the country an advanced position and their proper place in the estimation of all men who study political economy, and are interested in the welfare of society.

It is held by those who have investigated the subject, that an iron moulder in England, outlives a man engaged in the same trade in the United States. The British moulder lives on an average fifty years and eleven months, while

Digitized by Google

the American holds out only forty years. In estimating earnings, a week's wages will not answer the purpose. Conditions must be considered. It is stated that an American moulder earns on an average of $497.61 a year, working 60 hours a week, or 3,120 a year, while the English moulder earns $417,-55 a year, working 54 hours a week, or 2,808 a year. Consequently, the American moulder works 312 hours, or 35 days longer each year than the Englishman. But it must be remembered, if the American and the Englishman begin working at the same age, say at sixteen years, the Englishman, if he lives to be fifty years and eleven months old, and the American dies at forty years of age, will have lived ten years and eleven months the longest, and though his earnings are less for a year, he would at the time of his death have earned the most money, the difference in the Englishman's favor being $2,-735.05. But supposing they both worked 24 years, the Englisman would have worked 67,392 hours, earning $10,-021.20, and the Amerizan, working 64,880 hours, would have earned $11,-942,64 or $1,821.44, the most money but he has worked during the time 21,-888 more hours, or three years more than the Englishman. It is this overwork which reduces the average years of an American moulder's life.

There are thirty-eight States and eight Territories composing the United States of America. Of these the Legislatures of thirty States and six Territories meet in January, three in November, four in December, one in May, one in June and one in October. Of these, two have 50 day sessions, seventeen 60 days, four 90 days, three 40 days, one 70 days, one 150 days, one 75 days and one a 45 days session, and sixteen do not limit the time. Forty of the States and Territories hold biennial sessions, and six of the States hold annual sessions of their Legislatures. The Legislatures of twenty three States and all the Territories have their Legislatures now in session. The total number of members of both Houses, 1,497 senators and 4,716 representatives, making a grand total of 6,313. Of these members there are now in session 1,051 senators and 2,559 representatives, a total of 3,610 law makers. The *per diem* paid these law makers has a pretty wide sway. Six States and eight Territories pay their legislators $4,00 a day, three States pay $6,00, two pay $8,00, two $7,00, six $3,00, seven $5,00, one State pays $16 a day and one State $1,00 a day to its legislators. One State pays the members of its Legislature $300, one pays $400, two pay $500, one $540, one $550, one $600, one $650, one $100, one $1,500 and one $150 a year, or for the time employed, annually or biennially in legislating. All but six of the States pay their members mileage. We estimate that the average pay *per diem* is about $6. Admitting this average to be approximately correct, it will be seen, allowing each State and Territory to hold legislative sessions, biennially, of sixty days' duration, that the people pay for law making annually the sum of $51,643,64 or, if to this amount be added the amount paid members of Congress, both branches, the total, less mileage, will be $53,648,940, or biennially $105,297,280.

Now, it should be understood that labor—workingmen—from out of the surplus of their toil, pay all the money required for legislation. Labor creates the wealth, labor pays the taxes, labor creates the revenues, labor pays all debts. This being true, labor proposes from this time forth to be more directly interested in legislation, in law making, in governmental affairs, all of which will benefit society.

A class of men having charge of great industrial enterprises, believe they are making money when they arbitrarily cut down the wages of their employes. Seated in their palatial offices, sur-

Digitized by Google

rounded with comforts and luxuries, glowing fires in the grates, pretty pictures hanging upon the walls to delight the eye, they call for the pay rolls and then the names and the dollar and cents column undergo a searching investigation, the process reminding the looker on of the story of the bed bug and the hotel register, looking over the names to enable him to enjoy the richest banquet of blood when the guest retired. The simile holds good with the exception that the bug selects a victim best conditioned to withstand its demands, while its human (?) prototype preys upon those least able to bear his venal exactions. But illustrations aside, the business of cutting down wages is vicious to the last degree, when it is applied to men and women who are ceaslessly living upon the ragged edge of want, and by exercising the most rigid economy, barely live. It may be true that it requires large salaries to command the best talent in the management of great industrial enterprises, but great industrial enterprises, if they have to be conducted upon a plan that subjects any of the employes to starvation wages, are not blessings to society.

A number of the smaller cities of Indiana have been of late all *torn up* over what are called miraculous cures of disease and afflictions which have baffled the skill of the most eminent physicians of the State, by a woman who goes by the name of Woodworth. Mrs. Woodworth's strong hold over those who attend her meetings consists chiefly in the fact that she frequently goes off into what is styled a trance, and many of her converts follow suit. When in the trance condition, the victim has visions, revelations, etc., and realizes ecstacies entirely unknown to those who are not permitted to experience the felicities of fits.

It is bravely asserted that Mrs. Woodworth has performed the most astonishing cures. The lame have been made to walk, the deaf to hear and the dumb to speak. To read what the papers say, to hear what Mrs. Woodworth declares, if the half was believed, the conclusion would be that the time is near at hand when the medical profession will be without patients; when medical colleges will shut up shop; when the business of druggists will be reduced to the sale of cigars, perfumery and soda water, and when "stiffs" will not demand a dollar a dozen. We do not care to go into the theology of Mrs. Woodworth's performances, the subject is too abstruse for our pen, but if Mrs. Woodworth and her disciples can do what is so soundly asserted, it occurs to us they would be exceedingly valuable on all railroad trains of the country. In case of a wreck, all their healing power would at once be brought into requisition, for if these divinely commissioned people can do what is claimed, they could restore to soundness the victims of a wreck, in considerably less than no time; indeed, if they can cure, we see no reason why they could not prevent, and as an ounce of preventative is worth a ton of cure, and would not, we conceive, require a greater exercise of power, we incline to the opinion that Mrs. W. and her disciples might turn their miraculous power to such practical uses as would not only astonish the world, but do a great deal of good besides, we are confident it would pan out most gratifying dividends.

The Name of His Girl.

Albany News.

Not long since a handsome young salesman wrote the name of his girl on the wrapping paper as it lay on the counter. He had often done so before, but concealed his tricks by tearing up the sack or wrapper on which he chanced to write. An order came for a peck of Irish potatoes. In delivering the goods the porter read the name which the lover had failed to erase. The salesman's best girl just declared she had ordered no potatoes. She recognized the hand writing, however, and said to the porter: "Tell him he can send a peck of peaches if he wants to."

Digitized by Google

Choice of Companions.

The chameleon changes its color to agree with that of surrounding objects. We all of us by nature possess this quality to such a degree that our character, habits and principles take their form and color from those of our intimate associations. By associating with persons wiser, better and more experienced than ourselves they enhance our knowledge of life. We enlarge our field of observation through their eyes, profit by their experience and learn not only by what they have enjoyed, but which is most instructive. If they are stronger than ourselves we become participators in their strength. Hence, companionship with the wise and energetic never fails to have a most valuable influence. Young men are in general but little aware how much their reputation is affected in the view of the public by the company they keep. Strive for mental excellence and strict integrity, and you will not be found in the dens of infamy or at the counter of the retailers. Scarcely anything has a more decisive influence in forming the character and fitting the destiny of a young man for both worlds than the company he keeps. The character of their associates is soon regarded as their own. While he, in intercourse with such persons thinks but little of the consequences, others are making remarks. He that walketh with wise men shall be wise, but a companion of fools shall be destroyed. No man of position can allow himself to associate, without prejudice, with the profane, the Sabbath breaker, the drunkard and licentious; for he lowers himself without elevating them. Nothing elevates us so much as the presence of a spirit similar yet superior to our own. Beware of the beginning of evil. It should be the aim of the young man to seek the society of the wise, the intelligent and the good. If you wish to be respected, if you desire happiness and not misery, associate only with the intelligent and good. Once habituate yourself to a virtuous course, once secure a love for good society, and no punishment would be greater than to be obliged to associate, even for a short time, with the low and vulgar. Better be alone than in bad company. "Evil communications corrupt good manners." Go with the mean people and you think life is mean. The society of virtuous persons is enjoyed beyond their company, and vice carries a sting even into solitude. The society you keep is both the indicator and former of your character. In vicious company you will feel your reverence for the dictates of conscience wear off. The name at which angels bow and devils tremble you will hear contemned and abused. The Bible will supply material for unmeaning jest and impious buffoonery. There are persons of apparently decent morals, of polished manners and interesting talents, but who, at the same time, are unprincipled and wicked, who make light of sacred things and scoff at religion; these are the persons whose society is most to be feared. Unhappily there are many of this description. They mark out their victims, gradually drawing them into their toils; then strike the deadly fang, infuse poison and exult to see virtue and parented hopes wither and die. By living or associating with the culpable you will be apt to die a criminal. Be you ever so poor minded yourself you cannot associate with bad company without falling into bad odor. "Let no man deceive himself by thinking that the contagions of the soul are less than the body." Good company not only improves our manners, but our minds also. Good company is that which is composed of intelligent persons, whose language is chaste and good, whose sentiments are pure, correct morals, and whose conduct is directed by pure precepts of religion. When we have the advantage of such company it should be our object to imitate it, but we should remember that, let them shine ever so brightly, their vices are so many blemishes upon their character, which we should no more think of imitating than we should to make artificial warts upon our faces. Water seeks its level. So do the various elements of society. Tell us whom you prefer as companions, then we can tell you whom you are like. Do you love good society, the society of the wise and good? Is this your choice? Had you rather take the lowest seat among these than the highest seats among the others? Then you have already learned to be good. You may not make rapid progress, but a good beginning is not to be despised. Hold on your way, and seek to be the companion of those who fear God. So shall you be wise for yourself and wise for eternity.

G. H. WHITNEY.

A Heart For Any Fate.

Detroit Free Press.

"Erastus," said a citizen to a colored man on the market, "you live out on Prospect Street, don't you?"

"Yes, sah."

"I've rented that five-acre field this side of the railroad tracks, and I did think of planting it all to watermelons."

"Yes, sah. Dat would be a boss speculashun, sah. Dat's de bes' groun' in de hull state fur watermelyons. Bein I lib clus by I'll watch de field fur you."

"While I did think of planting it in melons, as I said, I've concluded to use it all for potatoes. I hope you are not disappointed, Erastus?"

"Oh, no, no, sah. I'ze allus bin about ekally divided 'tween 'taters an' melyons."

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

By the above heading we do not propose to allude to any particular class of men engaged in so-called mechanical avocations, nor to the "United Order of American Mechanics," or even to our contemporaries, the "American Mechanic" or "Master Mechanic," but to the mechanical principles involved in the construction of machines, among which the locomotive truly deserves to stand at the head of the list.

We find that all machines, no matter how complete or intricate their construction may be, are a combination of a few prime forms which, in ordinary phrase, are called mechanical powers This is really a misnomer, for they are not powers and have no power in themselves, but are the means by which power is applied.

There are six of these so called mechanical powers, but even these six can be reduced to three, and it is really a matter of surprise to find that with so few prime forms so many machines of so great a diversity of designs and use have been made, or to find that all these machines when taken apart and their parts analyzed, are composed of these few prime forms in endless variety of combination.

The six mechanical powers are the lever, the wheel and axle, the pulley, the inclined plane, the wedge and the screw.

These six, as before stated, may be reduced to three, for the wheel and axle is only a modification of the lever, while the wedge and inclined plane are alike in shape and the screw is only an inclined plane wound around a centre core of a greater or less diameter as the circumstances demand.

Let us take them up in the order named and study them in their application to the locomotive. First, then, the lever, and the wheel and axle, as the latter is only a number of levers radiating from a common centre (the axle) and bound together and strengthened by the rims. In all levers there are three points; one being the place where the weight or resistance to be overcome is placed; the second being the place where the lever is at rest or where it turns, this is known as the fulcrum; the third point is the place where the power is applied. The levers are divided into three kinds, according to he way in which the fulcrum, the weight)d the power are placed. In one kind we d the weight at one end of the lever, the p er at the other, with the fulcrum between the wo points. On nearly all locomotives the whistle lever in the cab and the one on the outside of roof opening the whistle valve, are levers of the first kind. A great many throttle levers also belong to this class, while the bell itself is a "shining" example of this kind of a lever, for while it is rigidly attached to the yoke to which the lever is attached, it virtually becomes one end of the lever, and also the weight, which is moved by power applied through the bell rope tied to the other end of the lever, finding its fulcrum in the bell standard. The rocker-arms are also familiar examples of this kind of a lever, the power being applied at the link block, the centre of rocker being the fulcrum and the valve stem rod or the connection to move the valve, which is the weight to be moved.

The second kind of a lever is where the fulcrum is at one end, the power applied at the other end, with the resistance or weight between them. The levers of this kind on a locomotive are very numerous, for the reverse lever on most locomotives is of this type. The many valves and cocks, whether they have wheels or handles, are all levers of this class, for the wheels or handles form one end of lever, the centre of the stem the fulcrum, and the pressure of the valve on the seat the resistance. The cylinder cocks and pet cocks also belong to this class, the handles, to which the rods are fastened, being one end of the lever with the power applied, the centre of the plug the fulcrum, and the pressure of the plug on its face the resistance to be overcome. The drivers are also levers of this class, in which the centre of the rail is the fulcrum, the friction of the weight of a locomotive with a train is the resistance, and the crank-pin is the point at which power is applied.

The third class of levers are not so often used, for, while in the other two classes a small amount of power applied may move a mass or heavy weight in the third class, it takes more power to move the weight than the weight is itself, but the power moves through but a small space, while the weight moves over a proportionally great distance. A very familiar example of this kind of a lever is found in a fishing pole, generally held at rest in the left hand, acting as a fulcrum, while the power is applied with the right hand, to land the fish at the other end of the rod. You will at once see that it takes a great deal more of power in the right hand at that point than it would if the fish was pulling at the point opposite the right hand or between it and the left hand, but while it takes more power, the speed of the hand in landing the fish is slow in proportion to the speed at which the fish is pulled out. The forearm of man is also a lever of this kind, for when you have your elbow near the side and attempt to raise your hand you will find that the bones of the elbow

Digitized by Google

remain at rest, forming a fulcrum, a chord running down the front of the arm is contracted and pulls on the forearm near the elbow, and the hand is raised. But as this kind of lever is very seldom used, we will resume the consideration of the other kinds in our next and try to get at some of the advantages and properties of these levers.

What Shall We Do With Our Boys?

PHILADELPHIA, PA., Jan. 29, 1885.

MR. EDITOR: The following editorial from the Philadelphia Record is so well suited to the Mechanical Department that I trust you will find room for it, long as it is:

Those people who are always sighing for the good old times are fond of recalling the days when the apprenticeship system prevailed so largely in the industrial world, and when the youth who had been bound by indenture to learn a trade became a member for the time being of his master's family, had all the privileges of a son, and often ended by marrying his employer's daughter and succeeding to a well-established business. The change that has taken place in this repect within the last forty or fifty years has often been set down as due to the growth of labor organizations, and to the arbitrary manner in which they determine the number of apprentices to be allowed in a workshop or factory. To some extent this may be true; but other causes, not always recognized, have operated to bring about the change. In the first place, the changes in the methods of industry have been such that the primitive system of apprenticeship would not be suitable for the present age. In the next place, the introduction of machinery and the numerous subdivisions into which labor has been parceled out have led to a like division of workingmen who have occupations, not trades; and in the third place—and probably this is the most important point of all—employers themselves do not care to be burdened with those over whom they must exercise a constant supervision, and whom they cannot rid themselves of as they can those who are not bound to them by any legal ties.

On Friday last, in this city, two young men were tried before Judge Finletter on the charge of being unruly and disobedient apprentices. The Judge, in delivering his opinion, took occasion to define the duties of apprentices and masters toward each other; and certainly it is a long time since such a clear and logical exposition of these matters has been given from the bench. The indenture in question, he said, seemed to have been made solely in the interest of the master. When the boys had done a day's work they were at liberty to go where they pleased, no regard having been paid to their morals. If a strike had taken place the apprentices would have lost their pay, and they would have been compelled either to have starved or to have sought some other and probably less respectable employment; while if the employer should have quit business during the term of indenture his responsibility over them would have ceased, and they would have been thrown out of employment.

The question may be asked when we hear so many complaints about young men crowding the professions and gravitating to stores and counting-rooms, the cause being attributed to a dislike of manual labor, if there really be any inducement, in view of the conditions above mentioned, for them to bind themselves as their fathers did? Place a boy in a machine shop or a foundry and he is set to the performance of work involving no mechanical skill. He can fashion the nut-heads for the bolts which give the boiler of a locomotive its strength, but he is taught nothing of the principles governing the locomotive itself. And so he goes on for years, a fresh task being occasionally given him, but never anything which will enable him to comprehend the relation which the part sustains to the whole. When his apprenticeship has been completed he steps aside to make room for another boy, and probably spends the rest of his life hammering rivets or fashioning bolts without ever having had the opportunity to develop any constructive ability that may be lying latent within him. The subdivisions of labor are to-day almost endless. How many people are needed to make even a shoe, and how few, even if they can form a buttonhole or guide a machine which stitches the uppers or the soles, can fashion the entire article and make it fit for the market?

And it is in contemplation of these facts that the benefits of trade or technical schools become apparent. There are manufacturing establishments which give their apprentices an opportunity of learning something more than mere routine work; which offer opportunities for the training of both the hand and the eye; which make an effort to develop the constructive faculties, and which really try to make the individual something more than a mere machine obedient to the motions of a wheel or a treadle. In such work lies a hope that the industrial world will yet be one of more intelligence than it is now; that fresh stimulus and impetus will be given to original thought; that our workmen will become designers instead of remaining imitators, and that they will be entitled to the name of craftsmen in the truest sense of the term. Judge Finletter remarked that he saw no way in which the evils attendant upon the present apprenticeship system could be corrected un-

Digitized by Google

something be substituted for the old system, which made the apprentice one of the household and to a certain extent one of the family. The system can never be revived; but in its place we can have something immeasurably better, which will surround the learner with an atmosphere of greater independence, develop every individual faculty, and show him that hand-craft stands upon the same plane as head-craft, and that only by constant study, by keen perception and by a knowledge of natural laws can he ever hope to keep pace with the rapid march of the age or rise above the level of a hewer of wood or a drawer of water. When the new conditions shall have been fully recognized there will be no danger that labor organizations will place any obstruction in the way; rather they will be the first to swing into line under the new order, a fresh impetus will be given to invention, and the perplexing question "What shall we do with our boys?" will have reached nearer to a solution."

As I read the foregoing, I thought of three locomotive firemen with whom I am acquainted, and their history as they have told it to me. One served seven years' apprenticeship as fireman to become an engineer, and after less than one year's service as engineer on a freight train he was so broken up by previous hard labor that he had to give up and accept service as rear brakeman on a passenger train. The other one served his seven years as fireman, and is now awaiting his turn to serve as an engineer on a freight engine. The other and last one's history is interesting. Born in the New England states of well-to-do parents, able and willing to give him an education, but insisting that he should learn a trade to provide for adversity should it come. When the trade was learned adversity and changed circumstances had come with it. Seeing but little chance in the crowded east he sought the west and entered the repair shops of a great railway company. One day there came a call for engineers and he was asked if he could not run an engine. His reply was that he knew enough about an engine "to try." He was placed at once in charge of one and ran it successfully until the rush was over, when liking the business he took the position of fireman and in three years was in full command of a first-class passenger engine. When I saw him last he was on a visit to his old home for the first time after an absence of seven years. The lesson I would inculcate in this and the article from the Record is: Understand the mechanical principles of your engine; know all about them to the minutest part and shorten your apprenticeship from seven to three years. I do not care how much you know about your engine when you begin to run them then your practical education has just begun. When we look at the sixty-thousand of the two brotherhoods, engineers and firemen, we take little reckoning of the many who have fallen by the way, and little heed of the great army who started with the rest to reach that goal of the fireman—the locomotive engineer.

W. E. LOCKWOOD.

MR. EDITOR:—According to an implied promise in a previous article, we will now consider the question of water supply for a locomotive boiler, and in order to make things clear, let me say that the various ways of management occurred on one road, having many grades, some of them quite heavy. A number of different builds of locomotives are used, the majority being Danforth, Cooke & Co., Paterson, with a fair proportion of Baldwins and a few other makers. On passenger trains, locomotives with four drivers are used, while freight and coal trains are hauled by six driver locomotives, all using hard coal for fuel. There is probably a difference in the steaming of hard or soft coal burning locomotives, for a hard burning locomotive will require a more or less frequent cleaning of the fire which is not needed in a soft coal burner. After a hard coal fire has been cleaned and the fire-box with, say a half ton of hard coal, there is a time when an engine will not at once steam freely, and hence it may be necessary to "favor" her at that time. But I am "getting ahead of my story," for I was about to give instances of different ways of "pumping." Although I use the term "pumping," be it understood that I refer to the introduction of water to the boiler, be it by pump or injector. As I may have to refer back, let me number these samples.

No. 1. I have before written of an Englishman, who always pumped running down our grades, so as to have a boiler full to run up the next grade. He did not stay very long because his "forehandedness" was not appreciated.

No. 2. Another engineer appeared to have no method at all, but would allow his water to run low, even when he had plenty of steam, and then when the notion took him he would use the pump full stroke, and, perhaps, the second pump also. The result was that sometimes he had steam, but more frequently he had neither steam, water or fire, or, not much of either.

No. 3. The third instance of queer management is on record. A certain man could not make his locomotive steam, unless she was full up to the dome. He never tried his water by the gauges, but used to try it by the whistle, and when that showed water he shut off the pump. It sounds queer, but it is a fact, and I may say it is a sound practice, because when cold water is thrown into a large

Digitized by Google

quantity of hot water, it will not diminish the heat as much as if it were thrown into a smaller quantity.

No. 4. An ex-chief of a division complained that his locomotive would not steam freely, yet when the M. M. of the road got on with him to try her, by making a short run, he found that water enough was above the top gauge to make a twelve mile run with a light train, and, of course, had more steam than was needed.

No. 5. Another engineer never allows his water to get below the top gauge cock, which in his locomotive is over twelve inches above the level of the crown-sheet, and it is said to be a fact that he never heard the sound of steam out of that gauge cock, while he was in charge of her on the road.

No. 6. Still another engineer was so fond of using the pump, that on one occasion he had to use the blow-off cock three times in a fifty mile run to get rid of too great a supply of water, and was often hindered from making his time by getting his locomotive too full.

No. 7. Now a few on the other side: A certain old engineer never allows the water to rise above the top gauge, no matter how freely the locomotive may be steaming; if possible he aims to have a "flutter" in that gauge, when the throttle is open, but never wants more.

No. 8. Another engineer made it a point never to pump his locomotive until the fire was burning brightly, and, in running down grades when not using steam, would rather have her hot and blowing off steam than cooled down.

Nos. 9 and 10 managed the pumps about the same as No. 8, but differed by wishing to run down our long grades without the annoyance of the escaping steam.

No. 11 wanted a quiet locomotive down our grades, but after running down grade for 30 or 40 minutes without using steam or fire, he would commence to pnmp before he opened the throttle, and seemed to mak it a point to do this no matter how much water he had in the boiler, or how hard a pull he had ahead of him. He also believed in heating the water in the tank, and would often be blowing steam into the tank when he had hardly enough to get up the hills with.

No 12 ran an eight driver locomotive at one time and would have to use the second pump three or four times in a run of twenty-five miles and seemed to have no water to spare, while No. 9 who had run the same locomotive just previous to No. 12 had hardly ever used the second pump, except to keep it in working order. No. 8 and 10 also ran her without using the second pump, even during the time that No. 12 was in charge of her.

No. 13 would never pump at the expense of steam, making it a point not to reduce his steam pressure much below the maximum point, and he did this by not pumping until he had a lively fire, but once for the sake of argument he tried No. 11's ways of pumping before he opened the throttle and as a result the steam pressure was greatly reduced, a thing which never happened under his usual way of management.

Some time ago parties in this place had a small steam locomotive, which ran on a circular track about four feet in diameter. Directions sent out with it said, "Fill boiler up to plug in boiler head," said plug was placed in about the centre. When filled above the plug the locomotive lost its power; would not run itself, but when filled according to directions it would pull its train of cars swiftly around on its track.

With a small toy stationary engine, running a lot of pasteboard figures, the same experience was had, for, while it would run all the figures very rapidly with a boiler not more than three-fourth full, it would not run itself with speed if filled up higher.

Now, with these varied instances and ways of management, the query arises: "Which is the right way both in regard to economy in boiler repairs, and in the use of steam, water and fuel? This is, indeed, a practical question, and the ability to answer it satisfactorily by men in charge of locomotives on a road, may result in the saving or wasting of thousands of dollars worth of fuel and repairs.

No. 1's management did not give satisfaction on account of the bad effects on the boiler and flues, for, while he had plenty of steam by his method, yet the cold water forced in while the fire was not active caused many leaks and much cost for repairs.

No. 2 was worse yet for while he had steam part of the time, and the locomotive "hot," part of the time he had but little steam, and the sudden expansion and contraction was equally hard on the boiler.

No. 3, it seems, never allowed the water to get out of the dome, and how his locomotive could handle her train and make time, is not explained, in fact it is a question whether he ever made any "fast time."

No 4 had a practical lesson from the M. M. who had plenty of steam while using up the extraordinary supply stored away above the top gauge cock, and under whose management she steamed freely even when he (the M. M.) used the pump.

No. 5 always has water, but often he has not enough steam to make his "passing points."

No. 6, with all the crowding of water had a free steaming locomotive, but could not handle heavy trains, or make time with fast trains.

No. 7 was hardly ever found without steam,

Digitized by Google

while he always had enough water for perfect safety, and could make his points without trouble.

No. 8, 9 and 10 generally had no difficulty in making their running, or even "wild cat" time, and were never found in want for water.

Nos. 11 and 12 were often low in steam, never seemed to have much water to spare, while 8, 9 and 10 could run the same locomotives, without lacking for steam or water.

No. 13 had as good judgment in using a pump as either 8, 9, or 10, except when, for the sake of proving his point, he tried No. 11's plan.

Take the corroborative testimony given by the toys, in connection with the practices above cited, and it would seem to indicate beyond a doubt that a boiler should never be filled with water, above the top gauge, for, while a high steam pressure is desirable, it is also highly important to have the steam as dry as possible, in order to get the greatest amount of effective work, from a given quantity of water and fuel. That dry steam cannot be obtained from a boiler, which is full of water above the gauges, (and how much higher no one knows) seems to be proven by the fact that in nearly every boiler the act of opening the throttle, will raise the level of the water from two to four inches, even when the water is at some distance from the throttle valve. Hence it is a fact that our "high water mark engineers draw a large quantity of water out of the boiler when they open the throttle, making a saturated mixture which is neither steam nor water, has no energy for work, is injurious to valves, valve seats, piston and cylinder, and fully justifies the remark made by V. Hook in the Engineers' Journal, that it was just as bad to have the water above the top gauge cock, as it was to have it below the bottom one, for in neither case do you know where it is, and the harm it may do at any moment.

Having had my say on this point, I will stop for a time, hoping to hear from others also, but, if needed, will give further and more definite descriptions.

VULCAN.

LONDON, ONT., Jan. 23, 1887.

MR. EDITOR:—We often see engineers who, when there is anything ahead of them that they are liable to run into, will reverse their engines and slip the drivers back, and the greater the danger the more they slip them. I would like to ask the opinion of our mechanical correspondents as to which would stop the locomotive or train the quicker on a slippery rail with no sand, to just reverse and give the engine what she will hold, or slip the drivers back as above described? TENDER.

The Human Wheel.

MR. EDITOR:—At the reception in the Opera House at Columbia, Pa., given by Columbia Lodge, B. L. F., on December 15, 1886, in my opening remarks I called attention to my belief that the locomotive engine was the nearest approach to the last and completest work of the Master Mechanic of the Universe, when he created man "in his own image."

Genesis i. 27: "So God created man in his own image, in the image of God created he him; male and female created he them."

Within less than one month after this address I was honored by a call from Dr. Thomas G. Morton, who next to Dr. D. Hayes Agnew stands first among the distinguished surgeons of this city as an advanced thinker in the science of surgery and medicine. This visit was for the purpose of making inquiry in relation to my investigations relating to the similarity of action of the driving wheels of a locomotive as compared with the movement of the lower limbs of the human body, and also of the shock upon the nervous system caused by railroad traveling, and especially as affecting the locomotive engineer and fireman.

Dr. Morton treats upon this question somewhat from the standpoint of Dr. Oliver Wendell Holmes, who has called the action of the lower limbs of the human body "The human wheel, its spokes and felloes."

A pamphlet now before me, from which I quote, will give the best idea of the subject to which I ask attention in the Magazine.

"On asymmetry of the lower limbs as a cause of lateral spinal curvature, with a description of a new method for readily and accurately determining any variation in the length of the lower extremities."

"By Thomas G. Morton, M. D., Fellow of the Academy, one of the surgeons to the Pennsylvania Hospital; also surgeon to the Orpthopaelic and Jewish Hospitals, emeritus surgeon to the Wills Ophthalmic Hospital, consulting surgeon to the Woman's Hospital and to the Pennsylvania Institution of the Blind and to the Institution for the Deaf and Dumb; one of the Commissioners of Public Charities of the State of Pennsylvania."

Read before the Philadelphia Academy of Surgery June 7, 1886.

(Reprinted from the Philadelphia Medical Times for July 10, 1886.)

Rewritten and illustrated.

I mention this fully, because I can only make one quotation which has a direct bearing on a similarity of action. I have no doubt Dr. Morton will gladly send this pamphlet to any reader of the Magazine who will apply to him for it.

From page 23, paragraph 3, I quote: "The variation of but one tenth of an inch in the

Digitized by Google

perfect circulaity of the tin of the carrying wheels of a locomotive has been known to squander energy enough (measure in the cost of extra consumption of coal) in a year to buy a new locomotive, while the shock of incessant concussion on the road and to the locomotive itself, and still further aggravations, such small deviations from symmetry in motive machines have vast significance. Yet the sequence of human asymmetry so overwhelmingly important to intelligent life has scarcely realized the attention of practioners, or been brought within the scope of practice, nor even recognized until disaster has arisen, possibly at a period of organic development when the physician can play the part only of a tinker, instead of as a builder or rebuilder."

WILLIAM E. LOCKWOOD.

MARQUETTE, MICH., Dec. 28, 1886.

MR. EDITOR:—In reply to "Piston," on page 722 of December Magazine, who asks "A Member" "What action was taken in regard to the collision?" I will state that the switch engineer and yard master were discharged. How the officers of the road arrived at such a glaring decision is a problem for honest, practical railroad men to solve, as the discharged men had very good records.

H. A. in September Magazine and C. W. R. R. in the October number in my opinion are correct in their views on this subject.

A MEMBER.

CLAYTON, MO., Dec. 23, 1886.

EDITOR MAGAZINE:—I have been much interested in the Mechanical Department of the Magazine, and have at last concluded to take a part in the discussions, and will endeavor to answer "East Line's" problem published in the August number as follows;

If you take a pair of engine drivers and place them on a level track, with one pin on the bottom quarter, and place a rope on this pin, and pull the rope, which way will the drivers move?

This was answered by S. and B. in the October Magazine and by Vulcan in the December Magazine, and they all agree that the driver will move toward you. I beg to differ with them. My opinion is if you put enough force on the rope the drivers will move forward, but will slide rather than roll, for the reason that the pulling on the pin will certainly have a tendency to bring the pin to you; whereas, if the wheels rolled toward you the pin would have to go backwards in making the circle. Am I right?

PILOT BAR.

Locomotives in Jerusalem.

Iron Trade Review.

Locomotives now run in Jerusalem. The roar of the engines through the streets that once echoed the Crusader's tread is a powful historical antithesis. Not less striking is the contrast between the armorer's chamber, whence stepped forth, armed cap-a-pie the knight of the fourteenth century, and the erection of shops whence issues the mailed giant of the nineteenth. Under the mediæval breast-plate, the might of muscle; underneath the modern boiler-plate, the supremacy of mind, and both within a span of 500 years, that has at one end the Tower of London and at the other the Baldwin Locomotive Works. There is a strange, vivid analogy between these two, so vastly dissimilar. Each is the epitome of an age, and each age grotesquely at variance in methods and results, yet controlled by the same motives of dominance and conquest. But what the crusaders conquered and could not keep, the locomotive holds in peaceful possession.

Combustion and Radiation.

Electrical World.

There is a very simple way of firing, which answers the purpose very well, and which does not require complicated constructions and appliances, always more or less objectionable.

It depends upon the following considerations: When fresh coal is charged upon incandescent fuel, as is the case in the usual mode of firing boilers, the volatile gases of the fresh fuel are rapidly evolved, filling the fire-box to such an extent as to prevent the ingress of air through the grate, and this occurs at the very time the air supply should be considerably increased. The result is imperfect combustion and consequent waste of the very best combustible gases, viz., the hydro-carbon, which cannot burn for want of air to combine with; free carbon is thus liberated from these gases and smoke is produced. In order to avoid smoke and consequent loss of fuel, any sudden production of volatile gases, either during or after firing, must be prevented; and sufficient air should always be introduced, and so distributed, as to burn those gases as quickly as they are produced. This may be done in the following manner:

Before putting on fresh coal the burning fuel should be pushed back from the front part of the grate, and distributed on the incandescent fuel behind, care being taken that this portion of the grate is entirely free from hot fuel. When the front part of the grate has become comparatively cool, owing to the cool air passing through it, fresh coal is distributed thereon. The freshly-charged fuel lying on the cool grate, with cold air passing through it, will be heated by radiation only, partly from the incandescent fuel behind, partly from the flame from its own gases, and partly from the surrounding hot brick-work. The volatile gases will conse-

Digitized by Google

quently be liberated at a comparatively slow rate, and will combine with the air, which, entering through the interstices in the fuel on the cool part of the grate, will be evenly distributed over its surface.

Gas and air will thus be supplied in nearly the proper proportions for complete combustion of the fuel, and as the production of volatile gas diminishes, the air passing through the front part of the grate will enter into combustion with the fuel thereon, which has been deprived of nearly all its volatile constituents.

By means of this simple method the sudden production of a large volume of volatile gases is avoided, and air in a well-divided state is always present to consume the gases liberated; thus smokeless combustion and saving of fuel are realized. Care must be taken that the fresh fuel is charged at regular intervals of time and in equal quantities.

Radiation plays a much greater part in all heating operations than has been hitherto acknowledged; consequently any cause which tends to lessen the radiating power of flame or to screen its rays reduces also the amount of heat which can be thus utalized.

Adopting the generally-accepted theory of combustion, according to which a flame consists of a chemically-excited mixture of gases whose particles are in violent motion, either oscillating to and from each other or rotating around one another, it follows that any solid substance brought into contact with gases thus agitated must necessarily have an impeding effect on their motion.

Motion being the primary condition of combustion, the latter will be more or less interfered with, according to the greater or less extent of the surfaces which impede the action of the particles forming the flame. In the immediate neighborhood of such surfaces the combustion of the gases will cease altogether, because the attractive influence of the surface will entirely prevent their motion; further off their combustion will be partial, and only at a comparatively great distance the particles of gas will be free to continue unimpeded the motion required to maintain combustion. On the other hand, the surfaces themselves must suffer from the motion of the particles of gas producing the flame, for however small these particles may be, they produce while in such violent motion an amount of energy which, acting constantly, will in time destroy the surfaces opposed to them just as "continual dropping wears away stone."

This circumstance fully accounts for the fact that the inner sides of furnaces and the materials they contain are soon destroyed, not by heat, but by the mechanical and perhaps also the chemical action of the flame. It would seem strange that the heating power of a large volume of flame should be so much interfered with by the contact of its outer parts only with the inner sides of a large furnace chamber, if there was not another cause besides imperfect combustion to reduce the heating effect of a flame, which touches the surfaces to be heated. A flame when in a state of combustion radiates heat, not only from its outer surface, but also from its interior, by allowing the heat to radiate through its mass. In this manner every particle of flame sends its rays in all directions; but if the flame itself touches anywhere combustion ceases there, free carbon is liberated and produces smoke, which envelops that part and prevents the rays of heat of the other portions of the flame from reaching it.

If the flame is not allowed to come into contact with the bodies to be heated, combustion is improved, while full advantage is also gained of its heat-radiating power, which would otherwise be diminished more or less, as already explained. The ordinary mode of applying flame, by allowing it to impinge directly upon the surfaces to be heated, causes imperfect combustion, prevents the rays of the heat from reaching them, and also destroys or tends to destroy them. This is particularly the case when hydro-carbon and carbonic oxide are used.

A rail joint has been patented by Mr. Edward A. Temple, of Chariton, Iowa, This invention covers a novel construction. designed to prevent the battering of the end of the rail, and to do away with the ordinary form of bolt and nut, using instead a key or wedge of wood or metal, or a combination of both.

A smoke consuming furnace has been patented by Mr. John L. Peslin, of Appleton, Wis. Its construction is such that the main fires, having been once started, are fed by partially coked coals, the smoke and gas generated during the process of partial coking being delivered beneath and forced to pass through the main fire of the furnace.

A car coupling has been patented by Mr. Joseph T. Hammick, of Rhineback, N. Y. The mouth of the drawhead is made very flaring, and has a rib just in front of the pin hole to guide the end of an entering link, with other novel features, intended to facilitate the automatic coupling of cars, the invention being an improvement on a former patented invention

A stop block has been patented by Messrs. John P. and Joseph Goodman, of Plymouth, Pa. It is so made that the forward wheels of the car will be checked, without rocking or twisting of the axle, and so the stop blocks proper may be turned down to a position to constitute a portion or section of the tread of the tail in connection with which they are arranged.

Digitized by Google

EATING AN OYSTER.

The Difficulty of Mastering It When It Is Corpulent.

Philadelphia Star.

With the advent of cool weather, says the Cleveland Press, has also come the succulent and purse-depleting oyster. Oysters are not only very numerous but very large this season. It is of this tendency to corpulency on the part of the bivalve that we would speak. Under these circumstances a radical revision of the rules regarding cutting them will become a howling necessity. Swallowing the oyster whole may be just the thing, as far as table etiquette is concerned, and probably makes the operation less painful for the oyster, but we believe that both the American and League rules admit of exceptions in certain cases. As eating oysters promises to become one of the side-splitting amusements at evening parties during the winter, young men should hasten to get acquainted with other of its features besides the bill. Clumsiness or ignorance as to the manner of subduing the bivalve has often led to embarrassing and even disastrous results on such occasions. This was brought forcibly to our notice at a party last winter. The guests had seated themselves around the festive board and were enjoying themselves by brute strength, when one of the young ladies caused a temporary sadness to pervade the assemblage by dropping an oyster in her 'ap. The interest in this event, however, soon died out in the contemplation of a young man who was making herculean efforts to eat his oyster with a knife. Six times he got one of them poised on the end of his knife and each time it slipped off again. Finally he got it half way up to his mouth, and it looked as though victory and the oyster would surely perch upon his lips, but they didn't. The oyster simply glided along his knife and slid down his coat sleeve into his vest pocket. This had the effect of making the guests feel perfectly at home, and they slapped their knees and laughed themselves sick; that is the male portion did. The ladies burst their corset strings and grew red in the face trying to laugh inwardly. It was noticed, however, that one young man didn't fall off his chair in paroxysms of mirth. He had no reason to do so, because he was in a worse fix than the other young man. He had the ill-luck to get a number of extraordinarily large oysters on his dish. He wasn't going to give people the impression that he was of low birth, vulgar breeding and had never seen an oyster before by cutting it, so he breathed a silent prayer and put one in his mouth. It was about as wide as a man's hand, but it was only when he had swallowed several lengths and found half of it still in his mouth that he realized that it was also as long as a man's arm. He couldn't get it down and, to keep from strangling, got it up into his mouth again. It was there when the oyster ran down the other young man's sleeve. That is why he did not laugh. The situation to him was frightful. To spit the oyster out would ruin him socially. To keep it in his mouth with the chances of some one addressing a question to him requiring an answer the same evening was enough to make reason totter on its pedestal, and to attempt to swallow it meant sure death from strangulation. Death had no particular terrors for him just then, but the thought of the figure he would cut with his glassy eyeballs ogling the hostess was obnoxious to him. He was just considering the advisability of rising suddenly and fleeing wildly out into the wide world and becoming a homeless wanderer on the face of the earth, when a happy thought struck him. He took out his handkerchief and, pretending to wipe his mouth, he dropped the oyster into it and replaced it in his pocket. His escape so elated him that for some time after he was the merriest of the merry. But the worst was yet to come. His young lady had played several selections on the piano, and he went over to escort her from the instrument. He had forgotten all about the table accident, and just as she reached out to take his arm, he pulled the handkerchief out of his pocket with a flourish and the oyster flew over and hit her square in the eye. The guests were amazed, not to say horrified, to see the young lady who had just risen from the chair all smiles and blushes, now standing before them and staring wildly about the room with one eye while the other was completely concealed beneath a neat fitting oyster. Six months afterwards, when the young man left the hospital entirely recovered from the wounds which the girl's big brother and father had inflicted upon him, he sent her a long letter explaining the matter and renewing the vows of love, but she only replied that she could never have that trust and confidence in him which she had before he hit her in the eye with an oyster in the presence of her friends, and so they were never married. It is such things as these which ought to make it permissible to put oysters in a chopping bowl and cut them up into hash before taking.

Bridging the Chasm.

Detroit Free Psess:

While we were tramping around the battlefields of Marietta, Ga., the young man from Connecticut got sweet on the pretty daughter of the widow with whom we boarded. It was love at first sight, and they went in heavy. Our guide had been an old rebel soldier, and when he saw how things were going, winked the girl to a seat on the wash-bench behind the house and said:

"Now, Lucy, this 'ere orter stop."

"What 'ere?"

Digitized by Google

"In love with that feller."

"Hain't I a right?"

"No, gal. Me'n your old father sarved in the ranks together. We fit agin them yanks together, and together we cum home calkerlatin to hate 'em as long as we lived. 'Twouldn't he right fur you to go back on your dad that way."

"Jim Skuce," she replied, as she stood up to wave her arm, "mebbe ye never heard nuthin' bout bridgin' the bloody chasm and shakin' hands across the ditch. I know pap was a fighter, but after he'd been home a year or two 'long came a Yank one day looking fur land. He had a bottle o' whisky, and he and pap sat down on this very bench and fit them old fights over until both got drunk and fell in a heap. When they awoke they begun to shake and bridge, and they kept it up until the yank hurrahed for Gineral Lee and dap hollered for Gineral Grant. Now, you shut! If you don't want to bridge yon can stub around with your nose stuck up and knees out to the weather, but don't you go to interferin' with me! Dad bridged, mam's bridged, and I'm going to climb out of the last ditch and hustle for a Yankee husband!"

They were engaged before we left.

Joaquin Miller's Bitter Experience.

Lippencott's Magazine:

My ambition has always been to build up a little home and make a living by raising something in a garden, such as fruit, flowers, and so on, and also practicing law in a quiet way. In fact, I think I never had such joy as when last year at New Orleans I picked up a western magazine with the picture of the house which I built and the trees which I planted in Canyon City, Grant County, Ore., when judge there. Those trees are now a fortune to the owner. I am sure I never had much idea in my verses, and I prefer prose work. But above either prose or verse I think I have financial ability that ought to have carried me far to the front. For a man who can at the age of 22 take a county, with its paper low down in the twenties, and in less than four years have it at par, ought not to be despised, even if he does write rhymes. It was something in this confidence in myself, and a desire to stop writing, also, with the purpose of writing a sketch for an English magazine, and all this backed by the fact that my books had sent millions of English money over the Pacific Railroad, which made its great manager my professional friend, that led me into Wall street, and to the wrecking of a few thousands I had saved. This Wall street battle threw me back to writing again, and harder. I went to Washington, bought a piece of ground, built a cabin—the only kind of house I could afford, and yet it suited me exactly—and paid for it piecemeal—by days' work, I may almost say. And now, soon, the year, God Willing, I shall stop writing, and in a small way take up the law again. For a man who writes constantly can not think much. And a man who does not think much ought not to have much to say.

Too Late With his Invention

Detroit Free Press.

There was an exultant smile on his face as he walked into the office of a well-known capitalist, and there was a proud ring in his voice as he said:

"For twenty years I have lived from hand to mouth, waiting for something to turn up. It has finally come. I have made a discovery which, if you will back it with a few hundred dollars, will give us both fortunes."

"State your case."

"Well, sir, I have discovered that banana peelings can be utilized for all kinds of table jellies. A peck of old peelings can be made to bring forth twelve tumblers of the finest currant jell, and the profit is—"

"Hold on right there," interrupted the capitalist; "You are just two years too late. A chap in Chicago not only discovered that, but he found a way to work in apple rinds and cores and orange peel, and we can't infringe on his patent—"

"But—"

"It's no use. I'd like to see you get along, but you must drop that. Don't be discouraged, however. Perhaps you can discover a way to make pressed corn beef out of old boot legs. All you want is a machine to run in the streaks of fat."

A Dog's Queer Trick.

Philadelphia Press.

The familiar face and form of Walt Whitman has been missed during the past week by those who travel at night on the ferry boats of the Camden and Philadelphia Ferry Company. It was the poet's custom to take trips on one of the boats shortly after twilight and enjoy himself for an hour or so by greeting his many friends.

"Yes, we miss the good, gray poet," said one of the pilots last night, "but, strange to say, his place has been occupied by a dog. The first night Walt was missed by us a strange dog came through the ferry gates down to the boat, trotted up to the deck hands, and in turn greeted them by wagging his tail. The stranger then walked to the front of the boat and took up his position, like the poet, until the boat reached the opposite shore. He then stepped aside, not wishing to be an obstruction to any person, just Walt Whitman's idea, watched the passengers until they were off, and as the boat was about to make the return trip trotted to

Digitized by Google

the other end and there took up his position until the Camden side was reached. After a few trips the dog seemed satisfied, and again greeting the ferry hands would walk off the boat and up Federal street. He has repeated this conduct every night for a week.

As the ferry boat Columbia was about to leave Camden on the 9.15 trip last night, sure enough, a medium-sized yellow dog of no recognized breed, trotted down the slip, and, after being greeted by Andy Frazee, took up its position on the front of the boat. A few moments later a large number of people trooped on board and crowded around the dog, evidently to its disgust, for it immediately scampered off the boat and trotted up the float."

Peculiar "Beauty Contest."

Lewiston Journal,

We have not heard of a more peculiar contest than that between two young women who work in one of the cotton mills of Lewiston. It was a competition for the palm of superior beauty. Both of the young women are red cheeked and buxom. One of them is married. Each of them is old enough to be satisfied with the verdict of her husband or sweetheart. The vexed question arose in the forenoon, but its settlement was left over until after dinner, when each had had sufficient time to "fix up." An extra ribbon or two and gay jewelry adorned each. The most winning, look-at-me smiles were displayed by each. The hands in the mill decided the question. The girls were placed side by side and everybody, from the beck boy to the overseers, looked at the girls critically, with the eye of an art connoisseur, and rendered his decision fearlessly. The damsels made it a most serious matter. With them it was no joke, as it was to the critics on beauty. Pretty eyes filled with tears more than once, and cheeks flushed red with chagrin.

Ladies as Anglers.

Cleveland Plaindealer.

I often wonder why our people do not angle in streams other than social. I know it would pay them, for I know and do not fear to say that I and my side gudgeons of the world are hooked or netted according to the way that the denizens of brook, river and lake are landed, and that a close study from book and experience of a fish's jumps and quirps would improve their knowledge of the jumps of me and mine. But woman never was, as a woman, a philosopher or philosophers—I want to be exact—and gains her cunning as the fishes gain theirs, by instinct. But the fish and she have experience and out of their experience came pain and knowledge. I offer to her a recipe for the manufacture and possession of knowledge without pain. What is it? Go fishing! And believe me, Miss Beatitude, it is as good a recipe as was ever offered. And then to sick men, and men whose sickness is of the head and heart alone, I would say as I would say a story to a child, go to the stream and wood, angle and catch health and rest, and peace, and—maybe—fish.

TRYING A NEW TRICK.

How a Watch May be Run Over by a Ponderous Locomotive.

Chicago Herald.

"I saw a new trick out in Iowa the other day," said a traveling man. "I was stopping at a little station on the Northwestern, and the hotel was close to the railroad track. The through passenger trains don't stop there. In the party sitting outside after dinner was a man who had a gold watch, with a case of extraordinary weight. He said it was the heaviest watch case made and the strongest.

"'There is a funny thing about this watch of mine," he said, 'it is so strong that I can put it on the railroad track and let a train run over it, and it will not be damaged in the least.'

"'Bet you the cigars you dassent do it.'

"The proposition was accepted, and the whole crowd included in the payment of the wager, no matter who lost. In a few minutes a train was seen approaching, when the owner of the watch went out to the track, put the timepiece on the rail and then walked to the hotel porch and resumed his chat as cool as a cucumber.

"The train came thundering on and the crowd got excited. They stood with open mouths, and thought what a shame it was that infernal old fool should put such a fine watch on the rails to be smashed into smithereens. When the locomotive struck the spot where the watch had been placed the crowd groaned and fancied they could see bits of gold flying along with the dust. But the owner of the watch sat quietly smoking his cigar, and as soon as the train had passed he walked out, reached down and picked up his watch as perfect as if it had been in his pocket all the time.

"'You see,' he said, as we all lighted cigars at the other fellow's expense, 'there is no danger in this trick, providing you put your watch near the edge of the rail, where the wheels have worn the face smooth, so that the slightest disturbance will cause it to slide off inside the rail. The watch is oval, and that leaves an opening for the air to get under. If the jar of the rail does not cause the watch to fall off the pressure of the air from the approaching train surely would. I have performed that little trick hundreds of times and never met wirh an accident.

Digitized by Google

"One day a fresh traveling man from St. Louis saw me do it, and he at once declared that that was nothing—any one could do that. So he went out in the front of another train and put his watch on the rail. After the train had passed he found his watch about forty rods on the track. It was about as big as a saucer and as thin as a piece of light cardboard. He had made the fatal mistake of putting the watch near the end of the rail, and so nicely balanced that it didn't fall off. This trick—just like any other—you want to know how to do it."

A Palace for the Sea.

The largest steam pleasure craft in the world, the Alva, belonging to Mr. Wm. K. Vanderbilt, was launched from the yards of Harlan & Hollingsworth, Wilmington, Del., October 2. Work was begun on the vessel early in April, and at the request of the owner work was pushed to completion within this last month. The company which constructed this latest addition to the yachting world has built some handsome vessels the past five years, but all together do not equal the magnificent Alva.

The hull proper of the yacht is composed of mild steel and constructed in such a manner that she will class 100 A1 at British Lloyds, as a sea-going vessel. In general appearance the Alva looks an improved model of a great, huge ocean steamer. Her lines are drawn in the grandest possible style, so as to combine safety with a degree of speed. The outside plating is five-eighths of an inch in thickness, with the customary decline at the ends. There are six watertight bulkheads, and, in conformity with the demands of Lloyds, a number of vertical longitudinal bulkheads in the engine and boiler department.

The deck about the engine section amidships is plated on the top of the beams, and forward and aft is diagonally cross-braced with steel plates. This is done to resist the lateral and torsional strains which usually fall to vessels of sharp points. A layer of white pine, 4 by 9, is in position on top of this decking. The houses on the deck are of steel plate, built solidly to the deck and covered with a handsome layer of teakwood worked in panels.

The bulwarks are five feet in height, and, like the skylight, hatch coverings, plank-sheer rails and bulwark stanchions, are finished in teakwood.

The principal dimensions of the vessel are as follows: Length over all, 285 feet; length from post to stem, 256 feet; extreme beam, 32 feet; depth moulded, 21 feet; extreme draught, 16 feet. She is to have three masts and will be barkentine rigged. The topmasts will be what is termed as fedded. Her sail design is to be very extensive, and will be formed with an idea of economizing in the matter of fuel while on a long passage. There will be three yards on the foremast.

The interior work is unequalled as regards splendor. The owner's quarters are situated forward of the boilers, and consist of a saloon, nursery and eight state rooms. The nursery is 19 by 11 feet, while the staterooms are extra large, being built with a view of providing ample accommodations for Mr. Vanderbilt's wife, family and attendants.

The dining-room adjoins the saloon, and is 31 by 18 feet. There is a large pantry near by, with a staircase leading to the galley above, and a scuttle wending to the wine room, coaling room and ice house below.

A passageway on the starboard side leads from the forward cabin into the library and parlor, which is 17 by 16 feet, and just astern of the engine section. This passageway is for the owner and his family alone. At the level of the passage, and in a recess near the engine room, will be placed a sofa, where the working of the machinery may be watched without observation from those below.

The crew's quarters are away in the eyes of the craft, or from No. 1 bulkhead to the cutwater. There is plenty of room for the fifty men who will be employed. Two rooms for petty officers and the galley for the navigators are within it. The men will sleep on folding cots and hammocks, on the system that bunks are not fashionable.

The officers' quarters are aft or abaft the library. There are seven staterooms in the space, with a "private" stair leading to the upper deck. The engineers' and firemen's quarters are still further aft, or at the extremity of the stern. They, too, have their own companionway.

Bathrooms, to the number of twelve, are ranged below deck. These possess both hot and cold water. There is also a vapor bath in the forward house on the upper deck. This house has a 14 by 11 feet saloon, and a 7 by 7 feet chart room, with a vestibule and staircase leading to the cabin below. The galley, 11 by 11 feet, for the owner and guests, is directly below it.

There is a ladies' saloon in the after house, and a private room for the owner, which is 9 by 6½ feet.

The bunkers will hold 300 tons of coal. Her fresh-water tanks will contain about thirty tons and the apparatus for condensing has a capacity of 750 gallons a day. The interior woodwork is enameled white pine, with mahogany trimmings.

The vessel is fitted with a steam windlass, steam steering gear, which may be worked from the bridge, and a handscrew steering

Digitized by Google

gear on the after deck. The bridge is very handsome, and is situated about the middle of the hull.

There will be electric lights throughout the ships, with speaking tubes, telegraphs and telephone. For the fire-engine pumps, electric dynamo, iron coolers, ice machine, special engine and machinery will be available.

The engine is of the compound surface condensing type, having three cylinders and three cranks. They are of the same type and style of marine engine as that of the fast Cunard line steamers, Aurania and Etruria, and, like the latter, was designed in England and built here. The diameter of the high pressure cylinder is 32 inches, while that of the low pressure registers 45 inches. The stroke of the piston is 3½ feet. The two large Scotch-steel shell boilers have nearly 5,000 square feet of heating surface and will supply steam at a working pressure of 100 pounds to the square inch. The propelling power will be found in a four-bladed screw wheel, cast out of phosphor bronze metal and having a diameter of 23½ feet. The vessel's speed will be about thirteen knots per hour.

The vessel, when ready for sea, will be commanded by Captain Henry Morrison.

The total cost of the vessel $950,000.

Labouchere Says of Gladstone.

T. P. Gill, M. P.

With regard to the lofty religious spirit with which Mr. Gladstone approaches his tasks, Mr. Labouchere has recently said a good thing. I should preface it by remarking that even when he is wrong, as his enemies say he always is, they allow that before deceiving others he begins by deceiving himself. "He would be a bad man," says Labby, "to play poker with, for when you thought you had him he would produce four aces from up his sleeve. It is not so much having the cards in his sleeve that I would object to, but to the fact that he would swear they were put there by a divine dispensation."

Dealing With Tramps in England.

New York Commercial Advertiser.

Not a few citizens of the United States hold the belief that the species "tramp" of the genus "homo" is not only indigenous to this country, but is confined to it. A greater mistake could scarcely be made. The tramp in England is not only quite as ubiquitous as in the United States, but the cause of a constant drain upon public funds which nothing but long habit could make a sorely taxed community acquiesce in. Not to the chance and not over tender mercies of a police station, or the draughty and dog haunted shelter of a farmer's barn, is he compelled to trust when the early autumn frosts begin to render the gate of the field an insufficient protection from cold o' nights. Then the "casual ward" of the poor house opens its doors to receive him. Wherever one of these monuments to much enduring charity of the English nation rears itself, he can claim a comfortable bed of straw and a meal of honest bread in the morning. But tacked to these privileges which makes the lot of the English tramp such a happy one are three conditions, the inevitable enforcement of which disliketh him. He must take a bath, he must discard his natural rags and don a clean night robe, and he must break so much stone or pick such a quantity of oakum before he is free on the street again.

A Big Jump.

Chicago News.

"One day about two weeks ago," said Mr. John T. Sullivan, "I was on a ferry-boat crossing over from Detroit. We had just cast off the ropes when an Irishman rushed through the gate, threw down his money and waved his fist.

"Howld on! howld on!" he shouted.

"Jump! jump!" we shouted.

"The boat was barely three feet from the dock, and he could have stepped across the chasm. He stepped back, took a run, and made an awkward leap, He made it, but he landed on a banana peel which lay on deck, and before he stopped rolling he was in the forward part of the boat. When he got up and brushed off his clothes the boat was fifty feet from the shore. Looking at the stretch of water he slapped his thigh and exclaimed, proudly:

" 'Begorra! what a lep!' "

How She Kept Her Age.

Miss Betty was a remarkable young and handsome looking woman for her years, and she never told anyone how old she was.

"Gracious me, Miss Betty," said an old acquaintance, admiringly, one day, "how well you keep your age."

"Thanks," she replied, with a smile.

"How do you manage do it?"

"Oh, easy enough; I never give it away.,'

Every Rose Has Its Thorn.

"I wish, mamma," said little Johnny Fizzletop, "that I lived in South Africa."

"Why, my son, do you wish you lived in South Africa?"

"Why, the mammas down there don't wear any slippers, you know."

"Yes, my son, but you must also remember that little boys in South Africa don't wear any pants either."

"That's so," said Johnny. "It's queer I never thought anything about that."

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

The Time to Marry.

About this season of the year one can scarcely look in any direction without seeing a newly married couple steeped in the bliss of the honeymoon. The holidays, regardless of the weather, always produce a plentiful crop of weddings and by this time the honeymoon is hardly on the wane. It is perhaps losing something of its brilliancy, but the devotees are not quite aware of it. The exact length of the honeymoon has never been accurately determined, but it is reasonable to suppose that by the end of three months both parties to the contract have discovered that they have not secured that perfect angel they thought they had. It is an old saying that "you must summer and winter with people before you can find them out," but the marriage relation is so very intimate a one that it does not require so long as this to form a pretty good idea of what you may expect in the way of a husband or wife. Doubtless there are many instances where men and women have learned before the three months have elapsed that they have made the most terrible mistake of their lives. And, in happy contrast, there are many others, more than we are apt to think, who find married life a never ending honeymoon, where each day develops new and beautiful traits of character and each year increases the love and respect which must feed the blaze upon the marriage altar. Just as fire needs pure air to keeps it bright and clear, so must the flames of constant love be kindled by the noblest attributes of heart and mind.

The subject is frequently discussed, When is the proper time to marry? but it seems almost superfluous to consider a question which every individual will decide for himself, no matter what the popular verdict may be. Statistics show that a very large proportion of marriages take place between the ages of twenty and thirty in our own country, which would seem to indicate that this is considered the most suitable age. The day of very early marriages seems to be passing away and we look with surprise and disapproval upon what used to be a common occurrence a generation ago. There is nothing which so defies all arbitrary rules as does marriage. You cannot make a statement regarding it which may not be instantly controverted by actual proof. You will say two persons of the same temperament should not marry, and your attention will be at once called to one couple of exactly the same temperament who live very happily together, and to another of different temperaments who are uncongenial and most miserable. If you lay down the axiom that very early marriages are apt to be disastrous, you are immediately confronted with two people who married when children and have always been happy and prosperous; and if you bewail the foolishness of those who marry after they are advanced in years, you will be referred to some ancient but newly wedded pair who furnish an ideal example of marital felicity; and at the same time, you can see on every hand persons who married at a suitable age to those of proper temperament, with all the conditions favorable and yet are unfortunately mated and utterly wretched.

If it were possible for every community to have a marriage commission composed of its wisest and best and most trustworthy men and women to supervise and arrange all marriages according to the most approved theories deduced from ages of experience, does any one suppose that the aggregate of wedded happiness or wretchedness would be changed a particle? Cannot every one of us recall instances where a union between two young people seemed really to have been made in heaven and where it was approved by all the friends of both parties, and yet in the end it turned out to be disastrous and unhappy? And can we not recall others where everybody was filled with forebodings and prophesied all manner of evil, but, instead, the young couple settled down and became a model Darby and Joan? Have we not all seen two young persons filled with the most intense devotion, ready to die for

Digitized by Google

one another and swearing eternal fidelity, and yet after marriage the passion seemed to be consumed by its own intensity, love was followed by indifference, and indifference by final separation, either in fact or in spirit? And again, can we not remember other cases where the marriage was made to please relatives or in a fit of pique because of a disappointment elsewhere or from some other motive than that of headlong falling-in-love, and yet, as the years passed, the two characters became so perfectly assimilated, the two lives so beautifully blended that they gave to the world a lovely example of what wedded life was intended to be?

We may regulate the affairs of nations, of states, of communities, but when we come to the threshold of domestic life, we must pause. Here we have no jurisdiction. We should not take the responsibility of making marriages between our friends, we should not assume a wisdom which every day proves we do not possess. No one yet ever received any thanks for interfering in a matter of this nature. We may have our opinions, this is a luxury common to all mankind, but no one else will value them at our own estimate. And thus we come back to our original question, "What is the most suitable age for marriage?" If, as some argue, love, pure and simple, should be the sole incentive to matrimony, then, of course, people should marry whenever they fall in love. But if judgment, discernment and a degree of fitness are to have some weight in determining the matter, then, indeed, should they wait until reaching maturity, a period which comes very early in the lives of some and one which others never attain. You will notice, as a rule, that those who have married when very young, never wish their children to follow their example in this respect. They remember too well the hardships of those early days which even the fullest measure of love could hardly mitigate; and while, perhaps, now that it is all past, they would not have had it different, yet they wish their children to enjoy the light-hearted freedom of youth, unharassed by the anxieties and trials which married life never fails to bring.

The transition which takes place in our tastes and feelings from ten to eighteen years of age is no greater than that which occurs from eighteen to twenty-five or thirty. We were happy with our dolls and kites, our skates and sleds and picture books and childish games. They answered every demand of our young natures, but it would be most galling and unbearable to be compelled to continue them after the age for their enjoyment had passed. Even so the persons and the pastimes that delighted us beyond measure in the callow days of our youth become insipid and distasteful as our tastes mature and we grow to appreciate the greatest and best in life. Alas, for those who find themselves hopelessly bound to an existence they cannot endure, after they have begun to realize what might have been possible to them under different circumstances Such is one very serious objection to early marriages.

And again, youth is so very beautiful a time of life. Education, wealth, position, fame, nothing ever quite compensates for the loss of our youth. We would give them all to be young once more. It seems untortunate that anyone should be deprived of his birthright to this one golden period of his existence, when it is permitted him to be happy, careless, gay and unrestrained. If at this delightful moment he must seek yet greater bliss by marrying, he may perhaps find it, but he takes with it the greatest responsibility possible to a man or woman. Life at once assumes a serious aspect, and while its enjoyment may be even greater than before, it is always accompanied by a certain degree of grave apprehension and anxiety.

Another, and indeed the greatest, objection that can be urged against the marriage of immature persons is the probability that they will be called to assume the duties of a parent at a time when they themselves stand in need of parental guidance. The physical, mental and moral training of children is the most difficult obligation of life. It calls into exercise every quality that goes to make up the character of a man or woman, and it requires a discretion that comes only with full maturity. The only weighty argument that can be urged in favor of early marriage

Digitized by Google

is that it will preserve young men from temptation and compel them to settle down, but, since we see this rule violated in countless instances, it can hardly be said to possess much value; and it must also be admitted that no argument can be made which will justify the marriage of very young girls. Parents who permit this deserve to be very severely censured, but if the children take the matter into their own hands, as is too often the case, they will simply have to make the best of a situation which the repentance, that usually follows, will have no power to alter. That which more than anything else will prevent this "marrying in haste and repenting at leisure," is to educate our girls to be self-supporting and independent so that they will not be compelled to marry for financial reasons,and to give them so judicious and practical a training that they will not allow romance and sentiment to overbalance judgment and common sense.

BONHAM, TEXAS, Dec. 28, 1886.

To Woman's Departmeat:

When I wrote my last letter for our department, I was shivering in the blasts of Dakota winter; to-day finds me basking in the warm sunshine of Texas. Only a trifle more than one year has intervened, and yet in so brief a time, I have been transplanted into a new and warmer clime. When I was taken a bride to my home in Dakota, it seemed hard indeed to say farewell to parents and friends, and leaving behind childhood scenes, seek a home among entire strangers; but as the customs will it, that the maiden who seeks matrimony must go from under the father's roof and go forth with the husband, I found my destination in Dakota. Barnabus had many acquaintances in and about Mandan, and in a short while I found myself surrounded by new friends, kind and loving; their attentions were so much appreciated that I had begun to feel quite at home, when, to my chagrin, who should become seriously afflicted with Texas fever but Barnabus. I noted with fear and dread the development of one symptom after another, and when he finally made known his intentions to me, they were met by a perfect storm of opposition. Resistance, however, was useless, for even before he spoke I knew that he had it bad. I then found that it might prove fatal, and the thought that such a man as Barnabus should die through any fault of mine was altogether to much, even for me, and so here we are in Bonham—bird-cage, mop-stick, Barnabus and all. With what a fear I started on my journey no one can imagine. I was thoroughly satisfied that the zephyrs of Texas were never intended to fan our brow, and that in less time than it takes to tell we should meet a violent death of some kind. I told Barnabus so, too, but he only laughed at my fears by telling me that I would soon have an opportunity to see my mistake, but I wasn't open to argument on that trip, and feel sure that I shall never forget my journey to Texas—neither will Barnabus. I knew only what I had read from time to time in the papers, and our readers all know that through the press we learn to rate this particular State of the South as decidedly "tough." Well, we have been here almost a year, both of us alive, well and prospering, and the cordial welcome that was on all sides extended to us by the good people of this place is a matter that I shall ever proudly remember. Personal experience has taught me how to properly esteem the people that I have thus far learned to know. We find here the same proportion of good and bad that there exists in every State in the Union. There is no soil that does not produce the evil along with the good. The population is here made up largely of Northern and Eastern people, the majority of them a credit to themselves and theirs, and as for the home-grown Texan, he is the very embodiment of generosity and hearty good nature. I feel a genuine contentment in my new home and a real pride in my friends, and as the climate, etc., are all conducive to my health and happiness, I shall have to offer an apology to Barnabus for my obstinacy. You would laugh, I know, to see what queer little houses we have here. They seem altogether unfinished, having neither cellars nor foundations. They set up some little distance from the ground on blocks, giving them the appearance that the workman left before his task was complete. They look cold and uninviting to the passer-by, but if he will stop with us a little while he will see that they are quite substantial enough for this climate, and that the interior is as cozy as the thoughtful housewife can make it. You may laugh if you like at our little, unpretending houses so long as the sweet mignonette perfumes our rooms even in December and the modest little violet nods its approval; you may have your fine houses and we will content ourselves with our flowers. I believe that we are limited to a certain space in the Magazine, and that prevents me from telling many more things that I will relate at some future time, if I am given the space. We are glad to welcome back our old friend Irene, and as for Mrs. Jones, she has been always faithful to our book. I will close by wishing you each a Happy New Year, and hoping that good old "Santa" was as generous to all as he was to the WIFE OF BARNABUS.

[Come often, Mrs. Barnabus.—ED.]

Digitized by Google

CAPE ELIZABETH, ME., Dec. 23, 1886.

To Woman's Department:

La, sakes! who'd a thought thet I would be 'ritin' for the Magazin'. No' I jes' tho't no wun would pay enny attenshun to me Letter an' here it is in the December number as big as life.

No, I am not wun bit kunceeted—wimmen never are you 'no,' but if Josiar hed been 'lected President uv the United States I jis' 'no' I wouldn't feel as importan' as tu seein' me letter in print.

Fer the life uv me I kan't keep up with the time no' a days, las' nite when Josiar came hum he flung a letter on the table 'fore me an' this is the 'ritin' thet wuz on it: "To Mr. an' Mrs. Josiar Plimkins at hum."

I asked Josiar what thay put at hum on't fer, he sed so as the post master would leave it at the house.

That Josiar is the smartis' man I ever saw, you can't ask him a questshun but what he can anser, thet's the kin' of a husban' to hev. I allus tell the Peppers and the Tilbox girruls tu look out fer a man thet's allus re'dy with an anser.

To my noshun Billy Hugo is thet kin' uv a man, at the Convenshun he allus has somethin' to say. I he'rd sum wun say thet he wuz a runnin' fer the Legislatoor, seems tu me he can't run werry gude fer I didn't hear of him gittin' ther'.

Wall, here I started tu tell 'bout the letter, it was an invitashun to a weddin' at Bostin, sum uv Josiar's folks wuz tu have a weddin' in their family.

Course I can't go, 'cos thet old cal'ker dress that Josiar bo't fer me las' spring is mos' wore out, an' if I can't go ther' lookin' as nice as the nex' wun, why I'll stay tu hum. No' Josiar's Mar has a fash'n uv sayin' the "Lord will pervide," an' I hev jis' been thinkin' p'r'aps he will.

Josiah is allus a goin' on 'bout the Convention, he seems tu think a heap uv Tom Mutter, who's in Texas. I guess he has quit runnin' on the steam cars an' is a doin uv some new work, fer Josiar is allus a talkin' 'bout Mutter tablein' everythin'.

That Skranton del'gate wuz a pert youngster allus a hangin' roun' the wimmen folks, wonder why he don't get married.

'Cordin tu me own 'pinun Mr. Rouscup uv Shecago wus the prettiest man at the Convenshun, he had sort uv pink hair, an' eyes the color uv vi'lets, thay say he worked werry hard fer No. 50. Wun uv the plitest men at Minneapolis wuz E. B. Mayo, he seemed to be werry fond uv pi', but Josiar sed he has a mortal dread uv cold water, an' if he likes warm water the bes' thet's no body's bizness but his'n.

The young man from Terry Hut wuz Homer Davis, no' I don' think thet name suits him, at leas' the firs' part don't, my room wuz nex' to his an' I often he'rd him comin' home'rly in the mornin'.

Josiar sed he had an invitashun tu a iyster supper every evenin', seems tu me he mus' be powerful fond uv iysters.

There wuz a cute little man from Ohio, he was so fat an' short he could hardly "waddle" but he wuz allus on hand at the table.

My fav'rit uv all the del'gates wuz a Mr. Arnold uv Chicago, it 'pears tu me he wuz cut out fer a bizness man, he's so soshuble an' looks as if he'd be at hum sellin' sandy sugar an wooden nutmegs.

Wall I do declar', when I get started tu 'ritin' a letter seems as if I can never stop, there's so many of the boys that I would like to mention, but the wimmen don't hev werry much space an' I mus' not introode.

HANNER PLIMPKINS.

McCOMB CITY, MISS., Dec. 4, 1886.

To Woman's Department:

Being a constant reader of the Locomotive Firemen's Magazine, I look forward every month with the hope of seeing some word from our boys of Lodge 179, that we might know they still exist. Alas! My disappointment has given me courage to express my thoughts as to their inattention to such a valuable journal. I am not a sister or interested in any one of the Meteor boys, but I am proud of their acquaintance and am puzzled to know why they don't come to the front with their wit and intelligence, as the boys of other lodges do. I have come to the conclusion that they have gone to sleep and probably will wake up by the New Year with better ideas from minds refreshed by the long rest—a hope that is cherished by more than one of their friends. It is a pleasure to look at their noble and intelligent countenances on a Sunday afternoon when going to their meetings. Hoping my first attempt will not be consigned to the waste basket, I am, as ever,

A FRIEND.

GALVESTON, TEX., Nov. 29, 1886.

To Woman's Department:

Having had a little spare time, I thought it only proper to return thanks to our boys of Gulf City Lodge, No. 115, for their magnificent ball, which was given on Saturday night, November 17, at Artillery Hall. It proved a grand success and was largely attended by a great number of people. The ball commenced early in the evening and lasted until half past five the next morning. I think they deserve great praise for their energy. I have never before enjoyed myself so well as on Saturday night. The hall was decorated brilliantly and with much taste, I must bring my letter to a close. With best wishes for the success of our boys, I remain.

PEACH BLOSSOM.

Digitized by Google

PHILADELPHIA, Jan. 5, 1887.

To Woman's Department:

I have just read of an accident in the Engineers' Journal. A locomotive and caboose which were being ferried from Port Costo across the bay to Benicia, Cal., on the great ferry steamer Solano, by some unexplained means, plunged off from the boat as it was landing and disappeared in deep water, carrying down the fireman who was in the cab. The engineer and also the rest were saved.

Now, although it was a human being, perhaps a husband and father, that is all it said about the poor fellow, just because he was a fireman. If it had been the engineer who met with such an awful death there would have been a long list of verses about the brave engineer, but instead it goes on to describe the pleasures enjoyed upon the trip across the ferry. Now, I give all men their dues, especially the engineer, who holds a very honorable, trustworthy position, but does it not take a first-class fireman to make a worthy engineer, has he not his duties to perform? Then why is it when he is taken away, or perhaps in an accident while on duty. is lamed for life, and suffers agonies, if he is mentioned it is with the utmost indifference, and then forgotten. I am heartily tired of it. Why not give them their due. As a general rule (I take Ellsworth Lodge 334 as an example) they are a happy, honorable, sober class of men, and should command all due respect as such, but they do not get it. Some time ago this same journal contained a list of verses by a well-known writer. He spoke of each man on duty on the railroad. When it came to the fireman it was the "grinning fireman." Now, is this fair? Could he not just as well have said the "happy fireman?" Is it a sin to be happy and show it? Perhaps when they are promoted they will be so much older in waiting that they will not be able to smile so much, so let them laugh while they can, if they are only firemen. No matter what station in life one aspires to he has to begin at the beginning, oft times a very humble one.

God means every man to be happy, be sure
He sends no sorrows that have not some cure.

Hoping to see this with an answer in your valuable Magazine, I am

Yours Respectfully,
A FIREMAN'S WIFE.

TULARE, TULARE CO., CAL.,
December 5, 1886.

To Woman's Department:

Another year will soon be gone and not a word have I seen from Mt. Whitney Lodge, 139, although she is in a flourishing condition and second to none, in interest, west of the Rockies. But, for some reason, none of them have made the effort and so I, as a "Bro's." wife, will make an attempt. Perhaps it is because they are shoveling "too much coal."

The traveling engineer is here at present, and he says they are using too much coal on this division, and they all declare they can't use less. You would wonder how they used it at all should you see what horrid coal it is.

The lodge has for Master, H. E. Treadwell; Secretary, S. M. Stores, and Financier, G. W. Carter. The only fault with him is that he is an old "bach," but Dame Rumor has it that be will soon become a Benedict.

Bro. Lee Whyers committed matrimony last month, his accomplice being one of Tulare's most interesting young ladies, Miss Jennie McBride. They have our best wishes. Bro. Whyers has lately been promoted to the right hand; also Bro. Carter.

The business portion of our city was destroyed by fire last August, but the property of the lodge room was saved by the heroic efforts of some of the brothers. The city is now building up better than ever and they expect to have a fine lodge room soon.

It is about time for our "Annual Ball," but I have heard nothing about it so far.

Bro. Dobson cut his hand quite severely while cleaning the cab window.

We are having lovely weather, and while enjoying the warm sunshine every day, we can scarcely realize it is almost Christmas.

I am always anxious to receive the Magazine as I consider it very interesting and instructive.

Hoping you will slightly appreciate my first effort, I am, Yours respectfully,
A BRO'S. WIFE.

GREEN ISLAND, ALBANY CO., N. Y.,
January 28, 1887.

To Woman's Department:

Having been a constant reader of the Locomotive Firemen's Magazine for the past year, I have become very much interested in its pages; and of the Troy City Lodge No. 315, I have not seen anything written. Not that its members need be ashamed of its progress, for it is doing splendidly. It has at present thirty-two (32) active members, upright and honorable, and of them my husband is one.

There is nothing very slow about the members of 315, if they do keep quiet, for I believe they think more of "The Lodge" than they do of their meals, and they gave a grand ball Novembes 23. There was quite a crowd, also a number of visitors from other lodges present at the ball. The Orders were very nice indeed, so were the profits, which netted one hundred dollars.

Let me tell you I heard some of the members say that before long "The Troy City Lodge" will be second to none in the Order. That they may prosper in their noble work is the wish of A FIREMAN'S WIFE.

Digitized by Google

SOUTH KAUKAUNA, WIS., Dec. 27, 1886.

To Woman's Department:

I have been an interested reader of the Magazine for more than a year, and in that time have seen no communication from the B. of L. F. of our prosperous little city. I have concluded not to let another year go by without saying something of the noble order. The lodge is in O. K. circumstances, with about thirty-six earnest, active members. The past year has been an exceptionally good year for the boys, a large number of them have exchanged the scoop for the throttle, and the majority of such ones are still active members of the B. of L. F.

Mr. T. Hayes, the Master, is a tall and rather slim gentleman, with pleasant features and a red mustache, which curls up just enough to show the pleasant smile around his mouth, which the girls all admire. They all like Tom, and no wonder, as he is one of the best of fellows, and has won the confidence of all. His position is a credit to the order.

P. H. Ryan, the Secretary, is a model young man, and fills his place in a manner that is pleasing to all. Then comes A. Krienke, the Financier. No better man could be found. Consequently the success of the Lodge is due greatly to these hard working members. Fearing to occupy too much place in your valuable columns, I will close by wishing you all a happy New Year.

EVELINE.

January's Gems of Thought.

To Woman's Department:

Since eighteen hundred and eighty-six
Is now forever past,
And eighteen hundred and eighty-seven
Will fly away as fast.

Then whether Life's uncertain scene
Shall hold an equal pace,
Or whether Death shall come between
And end my mortal race.

Or whether sickness, pain or health
My future lot shall be,
Or whether poverty or wealth
Is all unknown to me.

One thing I know that needful 'tis
To watch with careful eye
Since every season spent amiss
Is registered on high.

Too well I know what precious hours
My wayward follies waste,
And oh! how soon our mortal powers
To dust and darkness haste.

Earth rolls her rapid season 'round
To meet her final fire,
But virtue is with glory crown'd
Tho' suns and stars expire.

What awful thought, what truth sublime,
What useful lessons these,
Oh, let me well improve my time
And live or die in peace!

—[HANNAH M. CROFTON.

LINDSAY, ONTARIO.

Fatal Engine No. 1.

In memory of Ed. Drohan, who was killed in the collision on the Cincinnati Southern Railroad, Sunday, November 28, 1886.

It was on the 28th of November
The fatal engines met.
The wind was blowing fierce and strong,
As around the curve they swept.
The little boys with hearts so glad,
To think that they could take a ride.
The father with his little sons
That gave him such a pride.

Oh! Mortals, it was wonderful
To see that engine start
It raced and ran with all its might,
And, oh, how it did snort
The little ones, in such a glee,
They never thought of harm;
They never thought of the wind that blew
Nor of the approaching storm.

But the father, as around the curve
He saw the approaching train,
Seized his child and from him hurled,
And then he turned again
To stop the engine if he could,
But then it was too late,
For it was bound to go ahead,
Never more to run; such was Drohan's fate.

It came on with an awful crash;
Oh, how it tossed and turned.
The fiery fiend swept over all;
The little ones it burned.
Oh, mortals, think of the agony,
No human tongue could tell,
When the father tried to save his other child,
Then under the engine fell.

He said good by to his children dear,
His wife in fond embrace,
He took a step to say farewell,
When he gazed upon her face.
He left in the morning bright and fair
His home no more to see,
For when the day would pass away
He with the angels would be.

So, mortals, let us think of those
That are left on earth behind,
Bereft of father's love and care.
Friends, let us to them be kind;
Our sympathy to them extend
As brother engineers;
In kind remembrance let us keep
Through all the coming years.

Let us to the widow give
A kind and loving hand.
Let us to the children say
That we will be their friend,
So when our spirits are called away
To our happy home above,
Our friend may meet us on the shore,
And bless us with his love.

—[MRS. MINNIE FOX.

COVINGTON, KY.

A six-days type-setting contest, one hour and twenty minutes daily, between female compositors, closed in Boston recently. The final score was Miss Kenni, 24,950 ems; Miss Davis. 24,650 ems; Miss Francis, 24,475 ems; Miss Hammond, 15,825 ems. The prizes were a gold watch to Miss Kenni, a silver watch to Miss Davis, pearl-mounted opera glasses to Miss Francis, and $20 in cash to Miss Hammond. Three of the ladies beat the best record made in a similar contest a week previous, between male compositors from the leading newspapers.

Digitized by Google

Training of Women.

Rev. G. W. Gallagher, in Home Journal.

A woman who has not a genius, or is not a rare exception, has no opening, no profession, no career. She turns hopelessly on a pivot. At every turn the foundation gives way under her and she sinks. There are thirty thousand women in New York whose labor averages from twelve to fifteen hours a day, yet whose income seldom exceeds thirty cents a day. Ladies of good family and education are teaching school at a compensation of from four hundred to six hundred dollars a year, and only a few women receive more than the last named amount. Many of these are widows with children, many are daughters of men who had affluent homes, but who did not think it worth while to train their daughters for any special profession or calling. These ladies have been reared without a thought of earning their own livelihood. The subject might profitably engage the attention of bishops, priests and laymen equally with the missions to China, Africa and Japan. The education of women should be made a matter of scientific thought. Every woman should be trained for some occupation whereby she may earn her living—whether in music, painting, drawing, the sciences, literature, household labor, sewing, nursing the sick, teaching, or for whatever else she may have a gift. She should be taught thoroughly, so that she may be possessor of all the information and skill necessary to her profession or art. There is in this idea a grand field for the display of practical philanthropy. It is a singular fact that there is not in all the United States an endowed institution for the training of women for professional or industrial labor. It is to be hoped that the time is not far distant when the wealthy ladies of the land, many of whom now give so generously to colleges and institutions for the education of men, will devote some of their means to the establishment and endowment of institutions for the thorough training of women in useful callings.

Don't!

Chicago Herald.

Don't disturb your husband when he is reading his morning or evening paper by asking foolish questions. He may be only reading the latest scandal or divorce suit, but he is just as much interested as though it were foreign news or market reports. Be patient, and when he comes across anything he thinks you can comprehend perhaps he may read it to you.

Don't communicate unpleasant news or ask a favor before eating. The heart is not easily touched when the stomach is empty.

Don't ever tell a man he is good-looking. Some other woman probably will some time and in that case he won't know that her opinion concurs with yours. He carries a pocket hand-glass now, and he will shortly become addicted to pajamas.

Don't ever tell a man he has pretty legs. Men who have been known to bear up under facial compliments fall completely when they realize their legs are noticeably good.

Don't put the morning paper at the bottom of the pile, and don't have more than a dozen different places for the button-hook.

Don't gather up all his receipts and notes that he has carefully put away on the sitting room table—and tuck them in the fire the moment his back is turned.

Don't put pins in your curl papers or let your crimping pins dangle on your forehead. They are abomniations and feminine implements of war that men despise.

Don't waste your breath in useless vituperation against his favorite chum. Cultivate the chum yourself—ostensibly—when your husband is not around, and matters will assume a different aspect.

Duties of Wives.

Omaha World,

Mr. Winks—I wish, Mrs. Winks, you would read this article on the duties of wives.

Mrs. Winks—I haven't time to read now. What does it say?

"Well, it says, for one thing, that it is the duty of a wife to cultivate assimilation, and so far as possible, have the same tastes as her husband."

"I never thought of that."

"I suppose not."

"No, but if you will bring a bottle of whisky home with you I'll try."

The Seven Ages of Women.

All the world's a Wardrobe,
And all the girls and women merely wearers;
They have their fashions and their fantasies,
And one she in her time wears many garments
Throughout her Seven Stages. First, the baby,
Befrilled and broidered, in her nurse's arms,
And then the trim-hosed school girl, with her flounces,
And small boy scorning face, tripping, skirt-waggling,
Coquettishly to school. And then the flirt,
Ogling like Circe, with a business æillade
Kept on her low-cut corset. Then a bride,
Full of strange finery, vestured like an angel,
Veiled vaporously, vigilant of glance,
Seeking the Woman's heaven, Admiration,
Even at the Altar's steps. And then the matron,
In fair, rich velvet, with suave satin lined,
With eyes severe, and skirts of youthful cut,
Full of dress saws and modish instances,
To teach her girls their part. The sixth age sifts
Into the gray, yet gorgeous grandmama,
With gold pince-nez on nose and fan at side,
Her youthful tastes still strong, and worldly wise
In sumptuary law, her quavering voice,
Prosing of fashion and Le Follet, pipes
Of robes and bargains rare. Last scene of all,
That ends the Sex's Mode-swayed history,
In second childishness and sheer oblivion
Of youth, taste, passion, all—save love of dress.

Digitized by Google

Here and There.

"Pimply skin may be made smooth by bathing the face with a soft linen cloth Wrinkles may be very often removed by simple means. They are nothing more nor less than contracted or depressed muscles. Naturally anything which induces a healthy growth in the depressed muscles will cause them to expand and fill up the cavity of the wrinkle, and stretch the skin where it was before relaxed. The best thing to do is to rub the wrinkled part with a little glycerine or fine olive oil, taken upon the ends of the fingers, for five or ten minutes morning and evening. No quack who advertises to remove wrinkles can do better for you than you can do for yourself by following this simple kind of treatment. It may take thirty days or more to effect a perfect cure; but almost any young person who will persist that length of time can free her forehead, at least, of the worst wrinkles in it. "For my own part, I think a few freckles on a lady's face are absolute beauty spots; but the ladies rarely think of themselves, and often try all manner of ridiculous recipes for removing them. When they are small, few, and not very distinct, a wash of a little borax dissolved in water and applied to the face at bedtime for a few nights will cause them to disappear. But when the skin is badly freckled I would recommend for use in the same manner a solution of one ounce of alum and one of lemon juice in a pint of water.

There is always much interest felt in wives of men who have obtained celebrity. The wife of the great preacher, Rev. T. De Witt Talmage, while she has always modestly kept herself in the background, is nevertheless almost as remarkable for her fine intellect as her renowned husband. A woman of medium height, with dark hair and flashing black eyes, and a face showing great strength of character, Mrs. Talmage is a noticable figure wherever she is seen. She is an earnest worker in the church as well as a devoted wife and mother, and the duties that devolve upon her as the wife of a minister of so large a congregation would appall any woman less gifted with good judgment and untiring energy than she. Mrs. Talmage has, among her other labors, the charge of a Bible class of 300 adults, to whom she delivers a lecture each Sunday, which is as brilliant in its way as her husband's sermon. Sheis in every way a rare woman among women, intellectual, pleasing and modest.

A young Japanese lady writer, Miss O. Santa San, has been taken on the editorial staff of one of the best newspapers in Tokio. She is the first woman in the kingdom of the Mikado who has been admitted into the circle of journalism.

That most charming talker who hides behind the nom de plume of "Spectator" in The Christian Union tells of a young man who in three months gave his seat in a car to fifty-nine women and girls—young women, old women, pretty girls, ugly girls, shop girls, cash girls, rich girls, colored girls, washerwomen, women with diamonds and sealskins and very shabby women. Every-one of these thanked the young man. One grateful old soul gave him a doughnut from her basket; several of them held his satchel and bundles while he stood. He had a cough once and a kind-hearted old woman told him what to do for it, and on one occasion a grateful old Irishwoman announced to the car that he was a "gintleman if iver there was one."

It is said that at the chain works in New Brighton the employment of women to make the lighter grades of chain is seriously contemplated. The management say they cannot see anything to hinder the gentler sex from engaging in this occupation, at which they can make far better wages than they at present command, as the work in question requires quickness and dexterity more than muscle and strength.

A bill was introduced into the Iowa Senate which asked that the husband and wife be equal owners of the joint earnings acquired after marriage. This bill was referred to the Judiciary Committee, composed of fifteen numbers, many of whom were our strongest advocates, and although a very respectful hearing was given our Committee, yet every member of the Judiciary Committee voted against the bill.

In an English town, some time ago, a woman, in reply to the inquiries of a magistrate, informed him that she had been married forty years, and had been whipped by her husband every day since, thus having been chastised fourteen thousand six hundred times. John Stuart Mill was about right in saying that the only legalized form of slavery left on earth was that of married women.

For the first time in the history of the government a woman is discharging the duties of a bureau officer. In the absence of the Commissioner of Indian Affairs, his deputy and chief clerk, Miss Emily S. Cook, is performing the duties of the office. Miss Cook is a Connecticut Yankee girl, from Minneapolis, Minn., and is a $1,800 clerk.

The Hon. Wm. D. Kelley, of Pennsylvania, thinks he was the first public man in America to make a speech for woman suffrage. It was forty-five years ago, and he has firmly believed in the cause ever since.

Digitized by Google

A Disappointed Female Righter.

Detroit Free Press.

On the last day of registration a woman armed with a bone-handled umbrella walked into the Fourth precinct of the Second ward and asked:

"Is this where the men register?"

"Yes'm, and the women too," was the courteous reply.

"Then I can register without any fuss?"

"Yes'm."

"I didn't know as they 'lowed it," she explained, "but I was determined on it. When I left home I had my mind made up that I'd either register or——"

"Put your name right down on this sheet of paper," interrupted the clerk. "You needn't even give your age."

"I needn't! Well, sunthin' wonderful must have happened all at once. I guess you men have found out that us women are of some account, after all."

"Oh, certainly. That's all, ma'am."

"And no fuss about it?"

"Not a bit."

"I expected I'd have to jaw and tear around, and perhaps use a weapon, and I'm a leetle disappointed."

"Yes. We won't keep you longer waiting, ma'am."

"Well, I'll go, but my old man won't believe it, and I'll hardly dare say it myself. I expected you'd refuse, and I'd have to jaw and—"

"Good day, madam."

She went out grudgingly, and she stood in front of the building for three or four minutes like one knocked out, and when she finally moved off she was saying to herself:

"Well, mebbe the fuss will come in when I try to vote. Mebbe they'll git a prize-fighter to challenge me."

The Probable Reason.

Omaha World.

Mr. Winks—Well, well! The paper says a rich Kentucky farmer, blessed with a charming wife and children, committed suicide by hanging himself in his dining-room. What could have possessed the man?

Mrs. Winks—I suppose the dinner wasn't ready, dear.

A young gentleman wishes to know what is proper to say on leaving a young lady friend after a late call—good night or good evening? Never tell a lie young man. Say good morning.

"So you are thirteen years old, are you, Jenny?" "Yes; and I now realize that it is an unlucky number. It's too old for dolls, and pa says it's not old enough for gentlemen's society."

They Had no Votes.

"A few years ago a proposition that women should serve upon school boards passed both branches of the New York legislature, but the governor vetoed it, upon the ground that the spirit of the constitution implied that those who were not entitled to vote in the government of the state should not vote in the government of the schools.

What was the result of this? I ask you to notice. Within a month the city of New York was seized with a fit of retrenchment, and out of whose pockets did it take the money? Did the city fathers cut down their own salary? Not a bit. Did they discharge the loafers about the public buildings? Not a bit.

They selected the only body of non-voters in their district, the women teachers of New York City, and took $80,000 from the earnings of her women teachers. And to show you how it was in consequence of men's exclusive right to vote, they excepted from this tax the principals and janitors, who were all men."—[*Sarah A. Spencer, before U. S. Senate Committee.*

A Romance in Real Life.

Omaha World.

Miss Gushington—Oh, I just dote on romantic matches. And so you are going back after all these years to marry your school-girl love?

Blifkins—Yes, miss; we met by an accident, talked it over and concluded to have the ceremony performed on Christmas day.

"How lovely. I suppose you both waited and waited——"

"Oh, no, mum. You see we've both been married, an' we concluded we couldn't either of us do any worse."

No More Missions.

Omaha World,

Yankee Girl—Mad! I should say I did come home mad. I shall never go out as a missionary to the Turks again.

Omaha Lady—Would they not listen to your arguments?

"Oh! they listened respectfully enough, but when I talked to one of them about the sin of having so many wives, what do you think the brute said?"

"I am sure I don't know."

"He said if Turkish women were like me one would be plenty."

Once is Enough.

New York World.

Sick Wife—If I die, John, you will never marry again, will you?

John (with unnecessary earnestness)—No, indeed!

Digitized by Google

Would Not Die.

"One of the most striking instances of 'mind cure' I ever saw," said Judge W—— one day, "was exhibited in an old lady client of mine; but it was a case of self-cure. Her name was Norton. She had been a second wife. She was in bed, seriously ill, and sent for me to draw up her will.

"I hastened to the house with paper and pen. I found a table and chair ready for me at the woman's bedside, and in a few moments I told her I was ready to prepare the will if she would tell me what she wished its provisions to be. I wrote the introductory phrase rapidly, and leaning over toward her, said: "Now, go on, Mrs. Norton."

"Her voice was quite faint, and she seemed to speak with an effort. She said: "First of all, I want to give the farm to my sons, Harry and James; just put that down.'

"But," said I, 'you can't do that, Mrs. Norton; the farm isn't yours to give away.'

'"The farm isn't mine!' she said in a voice decidedly stronger than before.

" 'No, the farm isn't yours. You have only a life interest in it."

" 'This farm that I've run for goin' on forty-three years next spring isn't mine to do what I please with it! Why not, judge? I'd like to know what you mean?'

" 'Why, Mr. Norton—your husband—gave you a life estate in all his property, and on your death the farm goes to his son John, and your children get the village houses.'

" 'And when I die John Morton is to have this house and farm whether I will or no?'

'"Just so.'

"'Then I ain't going to die,' said the old woman, in a decidedly ringing, healthful voice.

"And so saying, she threw her feet over the front bed, sat up, gathered a blanket and coverlid about her, straightened up her gaunt form, walked across the room, and sat down in a chair before the fire. The doctor and I came home. That was fifteen years ago. The old lady's alive to-day."—Youth's Companion.

The Loving Wife.

Texas Siftings.

"Are you as fond of me as you were of your first husband?"

"Yes, indeed, and if you were to die, John, I'd be just as fond of my third. I'm not a woman to care for anything but love."

Where He Was Disappointed.

French Newspaper.

X.—"I am surprised at the appearance of your friend B. He looks wretched. Do you know if he has been disappointed in love?"

Z.—"No; he has been disappointed in marriage."

The Haughty Wife.

Boston Record.

In one of the cities that lie over against Boston there lives a family whose masculine head is a man who has won considerable wealth from humble beginnings not unlike those of Commodore Vanderbilt, with the difference that, while he, like Vanderbilt, began as a boatman, he has expanded into the banking business instead of into the railroad business. Ever since he became a banker his excellent wife has become smitten with the great importance of her husband's new occupation, and has advertised it on every possible occasion. The horse-car conductors on the line which runs into her city all know her, and smile when she enters the car and grandly utters her command:

"Conductor, let me off at my husband's bank!"

One day lately a trampish-looking old fellow with a red nose got on the car just as the banker's wife delivered her usual order to the conductor. The old man watched her performance curiously, and then arose, pulled himself together, and called out with a magnificent air that was inimitable:

"Conductor, let me off at my old woman's peanut stand!"

A roar went through the car, and "my husband's bank" has been alluded to more than ever since that time.

Evening Thoughts.

One evening as I sat by the fire,
Strange thoughts passed through my head,
I thought of the poor and distressed in our land,
Of the little ones crying for bread.

I thought of the life of the poor honest man,
Toiling on, day after day,
As he struggles along the pathway of life,
And the barriers he meets in his way.

I thought of the rich, who sit at their ease
'Mid grandeur and treasure in store,
If a poor man should ask for a *lift* on his way
They'd turn him off from their door.

I thought of the adage I heard long ago,
But one which few ever note,
That there's many a man whose honest heart beats
Yes, under an old ragged coat.

But cheer up, my comrades, be not downcast
If to the wall you are driven,
Be upright, honest, true to your trust,
And seal up your treasures in heaven.

Push on, look aloft, don't lag by the way,
And surely yours will be the prize,
If you have your lamps trimmed as you journey along
You'll the blessings of God realize.

Remember the battle is not to the strong,
Or the race to the swift my dear friend,
But unto those who faithfully keep
On the straight, narrow path to the end.

—[P. T. Tibbs.

Salt Lake City, Utah.

Digitized by Google

MASTER WORKMAN MRS. ROGERS,

The Only Female Knight of Labor Who Sits in the Front Row Among the Leaders.

New York Sun.

Women have the same rights in the Knights of Labor organization as men, and they make better members, so far as sticking to the order and supporting with their money goes. It has been remarked that they have little to say concerning the government, and take little interest in the discussions that arise. A member of one of the District Assemblies, commenting upon the fact, said that some effort should be made to get the women interested. He suggested that some particularly earnest women ought to bring around their crochet work. Then, as the men talked the women would be led to talk. But not a woman had the nerve to bring her knitting around, and the women still sit and listen.

In all the Knights of Labor organizations there is but one woman who has shown herself capable of sitting in the front row right among the leaders, and that is Mrs. Elizabeth Rogers, the wife of George Rogers. She is Master Workman of District Assembly 24, of Chicago, and was one of its delegates at the recent Knights of Labor Convention at Richmond. Her husband, George Rogers, was also a delegate, though many of the newspaper correspondents then reported him as having been in his grave for six months. He was taken ill after his return from Chicago, and, but for Mrs. Rogers' care, would have died. Mrs. Rodgers' baby, Elizabeth Rodgers, is one of the youngest Knights of Labor in the world. It was born on September 10 and carried to Richmond on October 1. It had to be a Knight of Labor before admission, and was numbered 800. General Master Workman T. V. Powderly pinned on its badge.

Mrs. Rogers was born in Woodford, which is situated on a beautiful arm of Lough Derg, in the County Galway, Ireland, on August 25, 1847. She emigrated to this country when six years of age with her mother. She lived a short time in this city, and then went to London, Ontario, where her mother lives now.

Mrs. Rogers is of medium stature, and weighs about 160 pounds. She has light-brown hair. A pleasant, easy manner of speaking distinguishes her. She is the mother of twelve children, nine of whom are now alive—three boys and six girls.

Mrs. Rodgers organized the first Working Women's Union in Chicago more than ten years ago, and was its presiding officer for two years. She was the president of the Eighth Ward Land League and also of the Daughters of Erin. She presided at the memorial meeting in Chicago at the death of Fanny Parnell. She is a personal friend of Mrs. Parnell. She has been a delegate to the State Trades' Assembly for seven years, and the delegate from Local Assembly 1,789 of Chicago to District Assembly 24 for four years. All this time she was Master Workman of Local Assembly 1,789. She succeeded J. P. Murphy as Master Workman of District Assembly 24 this year.

Mrs. Rodgers says: "I have had a great deal of experience in strikes. My husband, who is a moulder, has been black-listed all over this Western country for six years. No employer dare employ him. I have had to sell my furniture three times in our married life. To keep my family together I ran a boarding-house in Detroit. The foundry bosses told the foundry men who were my boaders that they could not board with me if they wanted to remain in their shops. The boaders sought employment elsewhere. Then my butcher and baker and grocer were tampered with, and they were more easily persuaded than my boarders. In a little while I conld not feed my boarders or my children."

Her husband, George Rodgers, is a member of the Executive Board of District Assembly 24, of which he is chairman. He is a non-conservative in all trade and Union matters. He was born in Pembrokeshire, South Wales, on February 29, 1844. He lived in London, Canada, and it was there he met and married his wife. He was a delegate from the Iron Moulders' Union of London to the International Iron Moulders' Union, which met in Philadelphia in 1870. He was a delegate to the Richmond Convention in 1872 from Detroit. He has been president of the Trade and Labor Assembly of Illinois for more than eight years, and was Master Workman of District Assembly 24 and its Treasurer.

Matrimonial Intelligence.

Texas Siftings.

They had not been married very long, but she had grown cold and listless; so, one evening, after she had yawned seventeen consecutive times, he said:

"You seem to be so cold and indifferent, Malvina. Have you forgotten those happy days when I was paying you my addresses?"

"You bet I've not forgotten those happy days before we were married. I never had less than three fellers around me paying me attention."

"But, dearest, haven't you got me to pay you attention just now?"

"Yes, I suppose I have. You are doing the best you know how, but you don't flatter yourself that you are equal to three, do you?"

The parties are both well connected and move in the highest Dallas society.

Digitized by Google

Out in the World.

The newly-appointed New York school commissioners and inspectors were sworn in by Mayor Grace at the City Hall, November 19. Mrs. Agnew and Miss Dodge the new lady commissioners, were the last to arrive, and modestly seated themselves on a sofa near the door. The Mayor formally introduced their fellow members on the board to them, and when he brought up Commissioner Schmitt he embarrassed that gentleman not a little by announcing that he was one who had been opposed to the idea of having women on the board, but was now a convert. The ladies appeared more at ease on the occasion than was expected, and it was predicted from the evident impression they made on the other commissioners that whenever they should set their hearts on carrying a measure in the board they would be successful. Rev. Robert Collyer urges that a majority of the New York School Board should be women.

Housekeeping should be conducted on system. No business is well conducted without systematic rules which are strictly adhered to. Housekeeping is as much a business as bookkeeping, though but few housekeepers ever look at it in that light. There should be a place for everything, to begin with. A great deal of vexation, of loss of time and extra labor results from not having things where they belong. If you are in a hurry to find anything it generally happens that it can't be found, or, if found, it has to be hunted. For this can all be avoided by forming the habit of putting each article in its proper place and keeping it there when not in use. It is an easy matter to do this when once the habit is formed. Do not allow yourself to "lay anything down wherever it becomes handy to do so."

The Philadelphia Evening Bulletin says: "The trustees of the Hospital of Norristown, Pa., have a woman as one of their medical chiefs, who is said to be in many respects the most remarkable woman that the medical world has yet produced. Taken all in all, Dr. Alice Bennett's career at the Norristown Hospital is almost unexampled in the history of hospital administration. Her record there is altogether unique. The results of her work are the chief distinguishing features of that great State institution. She has done and is doing for the State what no one believed any woman could do."

It is really startling, says a Western paper, to consider how much unhealthier the masculine portion of the State of Kansas is than the feminine. It has always been supposed that the women were the weaker sex, and that they suffer infinitely more than the men from the ills to which human flesh is heir. The records of a McPherson drug-store, however, reveal the alarming fact that four hundred and eighty men were, during one mouth, afflicted with diseases which required the use of alchohol in some form, while only ten women during that time were sufferers.

The St. Louis Typographical Union held a long session recently on the application of about a dozen female compositors on the Post-Dispatch for membership. The girls were all finally voted into the Union, and will be permitted to keep their cases on the paper. Some three hundred printers were present, and there were only ten votes against the girls. The Post-Dispatch was only recently made a Union office, and the men employed there were refused admission to the Union, and had to give up their cases. The Republican and Globe-Democrat have each one lady compositor, and they are both full members of the Typographical Union.

The Rev. S. L. Baldwin, D. D., at a union service of the Protestant Churches of East Boston, held at the Presbyterian Church on Thanksgiving Day, preached a sermon, in the course of which he made an earnest and forciable plea for women suffrage. To the timid persons, who dread all sorts of fearful consequences, he quoted the old hymn:

> "Ye fearful saints, fresh courage take!
> The clouds ye so much dread
> Are big with mercy, and shall break
> In blessings on your head!"

A more pat quotation was never made.

Pittsburg boasts of a young woman, daughter of the secretary and treasurer of one of the longest street car lines in the city, who, during her father's illness, successfully managed his business. She kept the books in good shape, attended to the collection of money and the payment of employes, and even bought the feed and stock for the company. Finally her father died. She still continues in her official capacity, and it is expected that she will be elected to fill the position permanently. She had never had any practical training for the work.

Kansas City Item.

A city girl writes: "It is a fond dream of mine to become a farmer's wife, and meander down life's flowery pathway." Ah, yes, that is a nice thing to dream about, but when your husband meanders off and leaves you without wood, and you have to meander up and down the lane pulling splinters off the fence with which to cook dinner, and when you meander around in the wet clover in search of the cows, you will find that the meandering business on the farm is not what it is cracked up to be.

Digitized by Google

At an immense Fourth of July celebration at Vancouver, Washington Territory, where the aristocracy of sex has been abolished, Mrs. A. S. Dunniway, editor of the New Northwest, in the opening address, said:

"Somehow, as I stand here, in presence of this vast multitude, the scroll of the century rolls away, and I see the great occasion so familiar to you in history, when men who intended to use the old Liberty Bell at Independence Hall to proclaim the glad tidings of freedom to all the people in a land where not one woman was free, had stationed a small boy at the base of the belfry to give the proper signal to the man in the steeple. And when the boy cried out: "Ring, father! Ring, RING, RING! The country's free!" The old man mustered all his strength, and giving forth the force that was intended to compel the sensate metal to answer back in sonorous sounds of acclaim, the old Bell quivered in every nerve and shrank beneath the blow, AND BROKE ITS HEART RATHER THAN TELL A LIE!"

Accounted For.

Before Willie K——'s young cousin Bertha arrived at his home with her parents on a summer visit, his mother had told him to observe how graceful and polite her manners were, especially at the table. When she came Willie observed her, therefore, with admiring interest. One day his mother said:

"Do you see how nicely Bertha conducts herself, Willie?"

"Yes, mamma."

"Don't you think her manners are rather better than yours?"

"Yes, mamma, and I guess I know why."

"Why is it, my dear?"

"Probably Bertha has been better brought up than I have."

What it Was Like.

Rambler.

"I see by the paper," said Jink, "that an Ohio man boxed his wife's ears and she has sued for divorce by way of revenge."

"For revenge!" exclaimed Mrs. Jinks. "Dear me! That was a strange way to revenge herself."

"So I think," replied Jinks. "Seems more like a reward of merit, doesn't it?"

He Would Have It Broiled.

New York Life.

"I see you fry your beefsteak," remarked the tramp, with his mouth full.

"Yes," said the woman shortly, "how would you have it cooked? Roasted?"

"No, certainly not. Broiled, madame, broiled. I may be a tramp," he added plaintively, "but I'm no ostrich."

Expressions.

It seems strange that in this age of the world anybody should think of bringing up girls without having them acquire some means of self-support. And yet we often see a whole family of girls who read a little and play a little and do a little family work and other things about half way, blissfully unconscious of any ability to earn a cent, even if they were starving. They are expected to get married, but are not even taught housekeeping and sewing. Oh, what recklessness for their future happiness and prosperity! No girl's education is "finished" till she has a thorough knowledge of some trade or business which will enable her to support herself. And she can't be even a lady in the best sense without that ability.--The Housekeeper.

I do not believe that God ever created women for the sole purpose of standing guard over men to keep them from going to the bad; I believe that the allwise One intended that men should do some of these good deeds for themselves. I think there is no other one thing that more utterly disgusts the intelligent, pure-minded girl of to-day than the writings that constantly hold up woman's mission to be alone that of ministering to and watching over the baser passions of men in order to make "noble sons," "pure husbands," "clean men." Let some of this soul-cleaning be done by the sex for which every door of opportunity has always been open.--Helen N. Gougar in Inter-Ocean.

What is higher? It is not crowding into the front ranks when you are only third or fourth rate in good work or in manifest ability, so far as others have the means of judging. It is not demanding first-class pay for second-class achievement. Going up higher is learning to work better, or choosing a higher class of work. In both of these lines there is still immense room for improvement with men, still more with women. —Antoinette Brown Blackwell.

A constitutional amendment is not necessary to give women the right to vote. In no place does the Federal constitution prohibit them from voting. On the contrary, a reasonable interpretation of that instrument favors the view that it contemplates a universality of suffrage not limited by sex.--Fort Worth, Texas, Gazette.

There is said to be a growing demand for old fashioned girls. We advise the old fashioned girls not to come forward until there are some old fashioned boys to receive them. —San Francisco Alta.

Men think women good enough to be angels but not quite good enough to be citizens.--Mrs. Sarah M. Perkins.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

FEBRUARY, 1887.

CHICAGO, Dec. 15, 1886.

Editor Locomotive Firemen's Magazine:

Seeing nothing in the Magazine for a long time about the Old Reliable Lodge No. 47, of which I have been a member for the last ten years, I will say that it is doing a good work, with Thomas Deegan as our newly elected Master, and that the members are doing finely. Within the last few months, Bros. John Finn, James Moran, John O'Connor, Pat Keenan and Thomas Murphy have gone from the left to the right side and we all wish them success.

Bro. James Sheridan has induced Miss Kittie Kempsey to change her name, which she did Nov. 23d at her father's house in Chebanse, Ill., our worthy Bro. Thomas Murphy acting as best man. We wish our new Mr. and Mrs. a happy journey through life.

On Thanksgiving night, Nov. 25th, we gave our 7th annual ball, which was a grand success and was largely attended by visiting brothers who seemed to have a splendid time. It did me good to see members of other lodges come and join us in a night of fun.

Nos. 50, 95, 188, 186 and 144 were well represented and when they give their next ball we will also show up. Our committee of arrangements, Bro. Henry Scanlan, chairman, assisted by Bros. Lawrence Murphy and Edward W. Gerry deserve great credit for the splendid manner in which they had everything arranged. Bro. Wm. H. Giff and Ed McGuirk attended to the door and know their business in that line. When the band struck up the Grand March, Bro. John Finn, neatly attired in a Prince Albert, stepped to the front with his lady and was closely followed by nearly 200 couple, among them many friends of the B. of L. F. I saw in particular Conductors Harry Carrington and Frank Guiteau, of the Illinois Central suburban trains. They are men that it is a pleasure to work with. I know so by experience. The engineers, in fact, employes of every part of the railroad, were well represented, and it was the largest ball ever given in Chicago by the B. of L. F.

The first Sunday in January, 1887, a union meeting will be held at No. 47 hall, one of the finest in the city and our Grand Officers are expected to be present. The Illinois Central Suburban Service is run by members of No. 47. On nearly every engine you will find two members of the B. of L. F. who are glad to do all in their power to help a worthy brother. Hoping this will find space in our next Magazine,

I remain, fraternally,
F. D.

MONCTON, N. B., Dec. 1, 1886.

MR. EDITOR:—I again take up my pen on behalf of Glad Tidings Lodge to wish you and all readers of the Magazine the compliments of the season, and also to wish our sister lodges renewed prosperity for the year of 1887. I am pleased to see a letter in the November number from Sunbeam Lodge, No. 171, signed "Mogul," and hope he will favor us again, and not be so backward in coming forward in the columns of our Magazine. We would also like to hear from Sugar Loaf, No. 144, at Campbellton; also, Colonial, No. 119, at River du Loup. I know they all have good men who are able to represent their lodges in good style if they will. We are all glad to see that Brother Stewart has perfectly recovered from his severe scalding and is working again as well as ever. Brother Ritchie is one of our old members, and his moustache is a credit to the lodge he is a member of. Brother Greenholm got left badly one evening lately. He came in on an old mogul, and it was too late to "wash-up" at the shed, so he went home as he was, and he was so black that charcoal would make a white mark on his face, but, sad to relate, he met his best girl under the electric light and scared her so badly that they never speak as they pass by, but he always "washes-up" before he leaves the shed now. Brother Mathews is slinging the diamonds for J. H. Hunte on the 59 between Halifax and Moncton, but he likes to change off and go to Campbellton. There must be an attraction there, "hey Auley?" We are glad to say that Brother Biddington, of 144, has got to work again after a long and severe illness. The letter which appeared in the November number from Parsons, Kas., signed "Cea Tea Pea," of No, 24, expressed sentiments in regard to the election of our grand officers which I fully agree with, and am glad to see that the convention did re-

Digitized by Google

elect them to their high offices which they have so well filled before, and we have every confidence in them to still pilot our beloved order through another two years.

I remain,
PICTON NUGGET.

NEW ALBANY, IND., Dec. 5, 1886.

MR. EDITOR:—Perhaps a few lines from 281 will not be without interest to some of your readers. The lodge is flourishing, I am happy to say, and bids fair to take rank with the best of her sister lodges. They have not yet had an entertainment, but we hope to see the boys announce a ball at an early day. We see Bro. Bob Sinex all wrapped in smiles lately. What's up, Bob? A new boy, of course, and he looks just like his father. All the boys are doing well and take a commendable interest in the lodge. The roll of membership is steadily increasing, and the prospects for the future are very encouraging. PROSECUTOR.

GRAND RAPIDS, MICH., Jan. 16, 1887.

MR. EDITOR:—The members of No. 265 were agreeably surprised at our last regular meeting by receiving a visit from the Ladies' Society B. of L. F. Progressive Lodge, No. 4. In behalf of the society, their worthy President made the lodge a present of a part of the receipts of their labors as an order, being fifteen dollars in cash, which they begged us to accept as a tribute to our cause. Our worthy Master thanked the ladies in a few well chosen words, in which he took occasion to speak in high terms of the Ladies' Society and its aims and purposes. Others followed with short speeches, in which the ladies were thanked again and again for their interest in the Brotherhood. Our Secretary made the closing address and alluded to the origin and early history of the Brotherhood. He referred to the fact that the Brotherhood began its work with the same number of members that the Ladies' Society now had, and who could tell but that the Ladies' Society was destined to develop until it counted its members by the thousands, and take its place side by side with the noblest and best organizations in the land. The best wishes for the prosperity and success of the Ladies' Society were expressed, in which all the members joined most heartily.

X. T. R. E.

HARRISBURG, PA., Dec. 6, 1886.

MR. EDITOR:—Harrisburg Lodge, No. 174, seems to have no one amongst its members to represent it in the columns of our Magazine, so I thought a few words would not be amiss. Our lodge is in a very prosperous condition, with 126 members in good standing. One of the most deplorable things we have is that there are some of the brothers who will allow themselves to get behind in their dues and assessments. Why it is I cannot understand. Men earning from $45 to $65, and some of our right hand brothers as high as $120 a month, and not being able, (or is it carelessness?), to pay the small sum of $1.50, or at times $2.50 a month for dues and assessments; yet they are the ones who expect the most benefits.

Several of our brothers have been promoted to the right side within the past few days. Bros. Blessing and Dyer, of the Philadelphia Division; Ewing and Gallagher, of the Mid. Div. of the P. R. R., and Levan, of the P. and R., with hopes of more stepping over in the near future.

The brothers cannot attend meetings as regularly as they would like to, on account of freight being very heavy, and putting in all the time on the road, with very little at home for rest.

Hoping these few lines may encourage some of the brothers and sisters to say a few words for No. 174, I will sign myself,

Fraternally yours, FIRST ATTEMPT.

For the Magazine:

Herbert P. Littlejohn.

Let warriors sing their heroes' praise,
Mine is a lay of peaceful days,
And yet heroic were his deeds
As mailed knights on barbed steeds.

The railway startling bell did sound,
The drivers revolved round and round,
The engine snorts as on she speeds
And in the distance vanished.

The engineer, brave Littlejohn
Keeps a lookout as they speed on,
For well he knows that on his care
Depend the lives of those that's there.

Through cut, round curves, on, on they fly,
Nor dreamed they of destruction nigh;
At length the fatal spot they gain
That brings destruction to the train.

A washout was the fearful cause
That whirled them in destruction's jaws,
Down, down in headlong overthrow
Engine and cars a thundering go.

The plaintive wail, the shrieks of fear,
Were heard by our brave engineer:
Though scalded, wounded nigh to death
His duty prompts to his last breath.

Another train is nearly due,
This duty prompts to dare and do,
He seized a lamp and gained the track
The train he flags and keeps it back.

That duty done, he passed away
Like setting sun at close of day;
His memory to his friends is dear,
That truly noble Engineer.

E. SPLAINE.

PITTSBURGH, PA.

Digitized by Google

SCHENECTADY, N. J., Dec. 2, 1886.

Editor Locomotive Firemen's Magazine;

As no one else writes to our Magazine from 18-K Lodge, No. 210, I will try and let the boys know how we are getting along in this old city of Schenectady. We have a membership of thirty-nine from the N. Y. C. & H. R. R. R., the D. & H. C. Co. R. R. and the B., H. T. & W. R. R., with Brother J. E. VanVranken at the head as Master, and a right good one he is. He is supported by Brother T. Carroll as Vice. Brother Smith fills the office of Financier, and he will always discharge his duties in a proper and satisfactory manner. It will be policy for the boys to come down with the dollars if they do not want to be left out in the cold.

We are sorry to notice that our late Financier, Bro. G. F. Palmatier, has moved to Oneonta. We can only hope that the move is a good one for George.

We are pleased to chronicle the promotion of Brothers J. D. McNally (Happy Jack) and Guernsey F. Slavin, of the B., H., T. & W. R. R., to the right hand side. We wish them prosperity, and hope they will give every satisfaction in their new calling. They are two good boys, and well deserve the promotion they have just received. We shall be glad to see more follow in the same direction.

Our ball in September last was a grand success. There never was anything to equal it in Schenectady. The hall was decorated to perfection, for which we tender our thanks to the ball committee, with Brother H. L. Shannon as chairman. It seems to me that a ball would not be a ball without Brother Shannon had a hand in it.

I think we are a little behind a great many of our sister lodges in one respect, and that is in regard to our ladies. It seems to me that if our mothers, wives, sisters, and somebody else's sisters, would make a few friendly calls every once in a while it would help cement the boys together, and I am sure the boys would be proud to feel that the ladies were sociable and interested in the Brotherhood.

Well, as this is my first attempt, I think I had better "shut her off" this time and wait till this appears in our Magazine for future encouragement. 18-K.

Boys of the Long Line R. R.

Dear reader, please lend your attention to-day,
While I give a few words in a practical way
About the boys of the Railroad Long Line,
Who, give them a chance, and they'll get there on time.
Of course, as I live in a nice railroad town,
The boys of the switch I first will write down.

There's George Sparks, the hostler, 'tis proper to say,
On duty he's faithful, never missing a day;
And of all lively fellows, fond of a joke or a rhyme.
He's one of the best who has run over the line.
Then comes the wiper, Norman Bibb, spell his name right,
One of the sleepiest fellows on duty at night.

Now comes the Yard Master, his cognomen is Potter,
He'd like the work better if the weather was hotter.
He's a good-hearted fellow, has a fine looking face,
And is liked among all of the railroading race.
I will speak of his helper the best way I can.
A remarkably quiet and intelligent man.
To write his initials occasions no shame.
I'll write them in full, Walter Meloan is his name.

Now of the yard men my story is o'er,
But of the South freight men, here's a word or two more.
First comes the Conductor, McGinley's his name,
Wherever you see him, he's always the same;
But Malone is hind brakeman, and here I will state,
In reaching his post he is never found late.
Lees Lusly is first brakeman, if his name I've got right,
With him I'm not chumming—only know him by sight.

And now, if you'll listen, I'll write some more rhyme
About Engineer and Fireman, and how they make time.
When the through freight comes rolling with rumble and roar,
You may know that Bill Tracy is running the "four."
With his brave little Fireman, the true Henry Rine,
They are certain never to be behind time.

Henry Martin, the brave, runs engine number three,
And Albert Epersol is at cute as he can be.
Martin, the Engineer, has been a long time on the line,
And Epersol, his Fireman, is a man of auld lang syne;
And these two worthy comrades, who run engine number three,
Understand their iron horse and run him to a T.

Now, I'll speak of engine five, she's never behind time,
For she has for her master the knightly Jo. O'Brien.
Jo Quint is his fireman, ever true to his post,
And is highly esteemed among all the railroad host.
Jack Driscoll, Esq., runs engine number nine;
He's a lively, royal fellow, who likes a pleasant rhyme.
Please excuse the omission, but all that I know
Is just his fireman's name, which is written Keho.

Mr. John Bucklow runs engine thirteen,
And pulling a passenger train he often may be seen;
And Bill McGinnis is his fireman's name,
And they make a full team pulling a passenger train.
John Moore runs the famous engine fifteen;
He's as good an engineer as ever blowed off surplus steam,
And he has for his fireman Mr. Edward Epersoll,
And a better fellow never answered to a call.

And next comes Daddy Jones, who runs engine number ten,
He's a rough and ready customer, a robust style of man.
He's hard upon his firemen and always makes them hustle,
Throwing in the fuel, which exercises their muscle.
Charley Ritter is his fireman, they make a worthy pair;
And when you board their train you are sure to get there.

Then next comes Oscar Bennings, he who runs number eight,
And there's not a train along the track can strike a faster gait.
Charlie Sluth fires the machine, and as along the rail she whirls,
You'll often see these worthies throwing kisses at the girls.
Cam Counts comes next, number seven he doth run,
And what Cam Counts can't do may be left undone;
And Geo. Lee has the shovel, to throw in Count's coal,
And he's known to be a hearty chap, with lots of heart and soul.

Henry Mundy comes the next in view. He runs good number six;
He's a lively, jolly fellow, and good at playing tricks.
With steady hand on throttle and eye upon the track,
He's always steady at his post, nor to danger turn his back.
His fireman I don't know him, but he's good upon the run,
And his name upon the pay roll is written Anderson.

Now these are all the R. R. boys I can call to mind,
Though to mention all of them I am certainly inclined,
And I must cut this poem short or Jean will consign
My verses to the basket, where many a better rhyme
Has found its way in days gone by, and more, I think, will go
If poets don't consider space and go a little slow.
But I wish you all good by, for this is No One,
And I hope 'twill be accepted as something rightly done,

SCHOOL GIRL.

Digitized by Google

Personal.

'CAN anyone tell who stole Homer Martin's "grub."

WILL anyone vouch for Bros. Donigan and McCaffrey of 149?

AN Eastern correspondent says "Watson, of Scranton is a 'dandy,'" but how about that "biscuit-pusher."

GEO. MADDEN is the happy father of a black-eyed little girl, and his many friends congratulate him upon the event.

CAN Brothers Hunter, Wilson and Barnes tell how many handsprings they turned before reaching the bottom of Cross Lake dump?

SAYS a correspondent: Keeler thinks roosters draw a bigger price in the South. Oh, Fritzy, you should never have left the "heights" behind you.

THE boys would like to know if it was a locomotive fireman or a city fireman who requested Brother Grant, of No. 127, to leave that girl alone at the Leland House.

EUGENE LIST is actively engaged in advancing the interests of the order at Richmond, Va. He is ever ready to do his part, and No. 275 could not well get along without him.

E. S. CLARK is now running an engine in the Missouri Pacific yards, and is meeting with good success. Brother Clark is the kind of a man who deserves to go to the front.

IT IS with pleasure that we learn of Brother I. H. Crossman's recovery from impaired eyesight, with which he has been afflicted during the last few months to an extent that necessitated his leaving the road for an indefinite time.

OUR Vice Grand Master reports the affairs of Lee Lodge, No. 275, in excellent condition. He speaks in terms of the highest praise of the Master, Brother C. W. Jenkins, and his wife, whose hospitality he shared while in that city.

FOR true hospitality the members of Wheaton Lodge, No. 242, cannot be excelled. The lodge is made up of faithful workers in the cause of "Protection, Charity, Sobriety and Industry," these precepts being practiced in their daily walks.

OLD 265 is making an excellent run. Brothers McElvain and Donnelly have been getting married, and have the best wishes of their many friends. Brothers Decker, Besey, Lewis, Nichols, Gidderskeve and Leach have been promoted, and are doing excellent service.

WE were lately favored with a visit from Brother Laing, of Logansport, Ind., who served so long and faithfully as Financier of Good Will Lodge, No. 52. Brother L. is a Brotherhood man head and heart.

WM. WEILER, of Byram Lodge No. 271, was in attendance at the Scranton Union meeting and imparted some excellent instructions. Brother Weiler is a faithful adherent to the principles of our order.

THERE is a prominent citizen of Elmira and a warm friend of our order who was engaged in the battle of "Bull Run," which was fought in Colorado, and several badges have been presented to him for his valiant services in that heated combat.

WE are advised that a new work on parliamentary practice is soon to be issued from the house of Donigan & Co., 170 Clinton, Street, New York. We have no doubt but that its merits will be such as to commend it to all deliberative bodies.

IT is said that Brother Jamison, of No. 85, had a peculiar experience in deciphering the last quarterly pass. The words figured out all right, but what puzzled him was that it should have been sent out in Irish. Perhaps our Italian friend, the V. G. M. can explain.

THE Lafayette Journal says that "Chas. Ernst, one of Lafayette's worthy gentlemen" was married to Miss Mary Grady, a very amiable young lady of that city. We all know Charley to be what the Journal says he is, and our hearty congratulations go out to him and his bonny bride.

ON February 8 Brother and Mrs. William Weiler celebrated the twenty-fifth anniversary of their marriage at Port Morris, N. J. The occasion was a most pleasant one, and will long be remembered by those attending. Brother and Mrs. Weiler have the hearty congratulations and best wishes of a score of friends.

AN exchange says: "Jack Meyers, engineer on the C. & E. I., who was married last Monday to Miss Lillie Galligan, will reside in this city with his bride. Jack is a good fellow, and all will wish him and Lillie a happy and prosperous marriage life." Jack is an honored member of Hercules Lodge, No. 63, Danville, Ill., and has the best wishes of all who know him.

HARRY KELER, of Fargo Lodge, No. 85, has accepted a position on the Mexican Central railway and is doing good work on the second division. We all regret to see Brother Keler leave the states, but his loss to us will be the gain of the brothers of the Republic of Mexico, and hope they will give Brother Keler the cordial welcome he so well deserves.

Digitized by Google

WE are pleased to note that three of 112's boys have gone over to the right hand side. Bro. Frank B. Smith is on the yard engine at Pine Bluff for the T. & P., and Bros. W. Newton and Bruce Ramson, of the St. L. Divison of the L. & N. are on first class moguls. The boys are making a good record and No. 112 is proud of 'em.

OUR good friend, Horace Broadbent, who is pulling the pay-car on the Rock Island, is deservedly popular all along the line, especially among the ladies. Those not acquainted with him mistake him for a minister of the gospel, owing to the pious expression that has settled on his countenance since the last hair has taken its departure from the shining summit of his cranium

THE representative men of the press of Elmira are the most perfect gentlemen we have had the pleasure to meet in many days. Generous to a fault, exemplary members of the church, they possess in a rounding measure all the essentials of manhood. We can but hope to again have the opportunity at an early day of listening to their words of wit and wisdom at the festive banqueting board.

THE "Hook and Ladder Elevator," recently patented by Bro. Tom Taylor, of Meadville, is rushing into popularity at lightning rapidity. It is specially adapted to excursion parties, and will doubtless receive liberal patronage from that direction. The only improvement we could suggest is a fire escape in case of emergency, such as occured a short time ago when the grand officers were given their trial trip.

DURING the month of January Grand Master Sergent visited and held meetings with the following lodges:

Buffalo, No. 12, Buffalo, N. Y.; Triumphant, No. 47, Chicago, Ill.; Eclipse, No. 107, Galion, O.; H. G. Brooks, No. 169, Hornellsville, N. Y.; Loyal, No. 207, Meadville, Pa.; Acme, No. 288, Scranton, Pa., and Wheaton, No. 242, Elmira, N, Y.

The meetings were quite successful and had very satisfactory results.

Royal Importing Company.

The above concern, whose advertisement appeared in our November and December numbers, has turned out to be a huge swindle, and we avail ourselves of the earliest opportunity to caution our readers to have no dealings whatever with said company. Their place of business (?) is No. 247 Pearl street, New York City, where Thief & Co. receive and pocket the money of their patrons.

To Miss Kate H. H.

Friend Kate, your welcome letter came
Last night upon the midnight train,
And as I gazed upon the name
I stood and tried to see
  The name inside
  And who the scribe
That wrote that note to me.

Not being satisfied with that,
I straightway opened it thereat,
And taking off my coat and hat,
Sat down the news to glean;
  And you may judge of my surprise,
  When there, before my very eyes,
Was a name I ne'er had seen.

Friend Kate, here in my lonely room,
This lovely Sunday afternoon,
With no one to dispel the gloom!
Of single blessedness;
  I've made a resolution strong
  That it will not be very long
I'll shun the double blessedness.

I'll now proceed to state my charms,
Then if you'll take me to your arms,
And keep me from all ills and harms,
I'll correspond with you;
  And if you then regret your choice,
  And find with me you can't rejoice,
I'll seek for pastures new.

I'm forty-five without a doubt,
Have rheumatism and the gout,
And toothache I am not without.
My darling Katie, dear,
  I'm five foot 'leven inches tall,
  With scarcely any hair at all;
Will you have me, Katie dear?

I'm forty-four around the waist,
I know that isn't in good taste,
But I'll be good and kind and chaste
As a man of twenty-two.
  My eyes are blue, or used to be,
  And from them I can scarcely see,
But that won't trouble you.

My feet are large, I do declare,
A number ten I mostly wear,
But then I'll love you, Kate, I swear
By all that's black and blue.
  If on the train of life you'll ride
  With me contented by your side,
I'll ne'er prove false to you.

But now I think when this you've seen
In our next FIREMEN'S MAGAZINE
You'll have no love for me, I ween,
And sorely I'm afraid
  That some young man of twenty-two
  Will shortly come a wooing you,
And lay me in the shade.

—[MULLIGAN GUARDS.

New Version.

Sing a song of sixpence,
  You fellow full of rye;
With not a cent to bury you
  To-morrow, should you die.
The keeper's in the bar-room,
  Counting out his money.
His wife is in the parlor
  With well dressed sis and sonny.
Your wife has gone out working
  And washing people's clothes,
To pay for old rye whisky
  To color your red nose.

Digitized by Google

UNION MEETINGS.

SCRANTON PA.,

It is not often we have the satisfaction to recall so complete a success as that of the union meeting held at Scranton, Pa., on Sunday January 22d. More than 400 members of the order from surrounding points were in attendance and the entire programme was carried out with satisfaction to all concerned. Just in Time Lodge, No. 149, was more largely represented than any other lodge, its members having made the trip in a special car kindly provided for the occasion by President Sloan. The following lodges were represented at the meeting, viz.:

Nos. 3, 62, 120, 142, 149, 174, 208, 227, 228, 242, 250, 271, 283 and 324.

Great credit is due the members of Acme Lodge, No. 228, for the excellent arrangements that were made for the meeting. Everything worked smoothly and harmoniously and words of praise could be heard upon every hand. Great good was accomplished by the meeting, as all will cheerfully testify who had the good fortune to be in attendance.

We take pleasure in copying the following report from the Scranton Republican, viz.:

Yesterday afternoon a union meeting of the Brotherhood of Locomotive Firemen was held in the Academy of music. Representatives of nearly every lodge of the order in the United States were present. The meeting opened with prayer by Rev. Dr. Spencer, of the Penn Avenue Baptist Church at two o'clock. Mr. Thomas H. Dale presided, and the Pennsylvania Glee Club rendered excellent vocal music. Besides the president and the glee club, there were on the stage Hon. Ezra H. Ripple, Ex-District Attorney John F. Connolly, Col. J. A. Price and Frank P. Sargent, of Terre Haute, Ind., Grand Master of the Order in the United States.

Mayor Ripple delivered a felicitous address of welcome, the glee club sang, Col. Price read an interesting address, another glee was rendered, and then Chairman Dale introduced Grand Master Sargent, who made the address of the afternoon. Mr. Sargent explained that the object of his mission to this city was to instruct the people of Scranton as to the principles of the order of which he is the chief. Some years ago, he said, locomotive firemen were not considered good members of society. They were shunned and considered a contaminating element in communities. The order of things has been changed and the change is largely due to the influence for good of the Brotherhood of Locomotive Firemen. Thirteen years ago, he said, on a cold December day, in the village of Port Jervis, N. Y., eleven locomotive firemen met in a little shed, talked over their condition and future prospects, and finally laid the foundation of one of the grandest organizations that blesses the country—the Brotherhood of Locomotive Firemen. From that humble beginning has grown a mighty order with branches in every State in the Union and Canada, in Mexico and in the countries of South America; in fact wherever the locomotive proclaims the progress of civilization. The Order in the United States numbers 340 subordinate lodges, with a membership of 17,000 firemen. This is a wonderful growth in such a short space of time, but the founders of the organization laid the foundations broad and deep, and growth and prosperity were the natural results of such building. The corner stones of the Order are Protection, Charity, Sobriety and Industry. How could failure encompass a brotherhood builded on such foundations.

Protection in the Brotherhood of Locomotive Firemen means not only to protect and care for one another's interests, but it also covers one of the chief objects of the Order, which is to be careful of the interests of employes. Sobriety is, after all, the chief requirement. The Order does not open its doors to every one who is employed as fireman upon a locomotive. Certain qualifications are necessary and chief of these is sobriety. The Brotherhood teaches its members to be industrious and to be faithful in the service of their employers. The fireman should make a study of his calling, for the probabilities are that one day he will be called to graver responsibilities. Railroad companies are no longer selecting their General Managers, their Presidents and Superintendents from the legal and other professions, but the most successful and most esteemed railroad men are those who have worked up from the lowest round in the ladder. To this end it is the duty of every fireman, the Brotherhood teaches, to be industrious, to study his calling, to take an interest in it, and to be as proud of his occupation as though he were behind the counter in a banking house. The large majority of members of the Brotherhood are men of families, and to the end that these may be provided for a benevolent character has been given the order. Connected with the organization is an insurance feature to which all members must belong. On the death of a fireman in good standing his family receives $1,500, and in case of disability that amount is paid to the member himself. He instanced many cases where the broad charity of the order had dispelled want from the homes of destitute families, in some cases even where there were no legal claims upon the Order for charity.

Since the organization of the Brotherhood, Mr. Sargent said, it had never engaged in a strike and had always been on the best of terms with the railroad companies, the managers of which, if they would voice their sentiments in regard to the Order, would bless it. People have good grounds, he said, to be suspicious of labor organizations, for the great trouble is that many organizations have fallen into the hands of hot-headed men, and men unable to control their followers. He spoke highly of Samuel Sloan, President of the Delaware Lackawanna & Western Railroad as a liberal-minded and broad-gauged man whom his employes could approach with confidence, and also spoke in similar complimentary terms of General Manager W. F. Hallstead, of this city

Ex-District Attorney Connolly was next introduced. He said it is the God-bounded duty of all workingmen to organize in one form or another. The labor organizations of the country, he said, would yet be called upon to put their feet upon the hydra headed monsters, anarchy, socialism and communism, and it would fall to the lot of American workingmen to stamp such organizations out of existence.

There was more singing by the glee club, after which the meeting adjourned.

ELMIRA, N. Y.

The Elmira meeting was well attended and accomplished much good. At the close of the meeting a reception was tendered to Grand Master Sargent by the members of Wheaton Lodge, which was a most entertaining affair, as will be seen by the following report from the Elmira Telegram, viz:

One of the most pleasant occurrences of the past week was the reception by the local members of Wheaton Lodge, Brotherhood of Locomotive Firemen, to the Grand Master of the order, F. P. Sargent, whose headquarters are at Terre Haute, Ind. Grand Master Sargent arrived in the city from Scranton, and was met at the R. Y. M. C. A. building by the members of the subordinate lodge. The secret work was exemplified, and it is said that the new members were given a ride on the traditional goat. At any rate the Grand Master and the solid men whom he had the honor to preside over, were benefitted by the meeting, which lasted until nearly 11 o'clock in the evening. At that hour, escorted by brother J. H. Bartholomew,

Digitized by Google

who was the chairman of the committee having the affair in charge, and is a leading member of the local lodge, the Grand Master and the members of the local organization proceeded to Max Haight's, where a banquet was awaiting them. With their invited guests the firemen proceeded to discuss one of the solid meals which Landlord Haight knows how to get up. It was relished by all who sat at the tables, and when the feeling of complacency, which o'erspreads all hearty-eaters, had settled over the banquet and cigars had given place to coffee, Brother Bartholomew nominated Engineer Henry E. Jones as toastmaster and chairman of the meeting. "Jonesy," as everybody in G. A. R., railroad and Masonic circles know him, is equally at home presiding at a banquet or rushing over the Erie road on the footboard of a locomotive. He told the firemen and their guests that he was glad to be there, and those who heard him talk were glad, too, that he was. When "Jonesy" has anything to say on an occasion of this kind he is listened to with attention. He got everybody in a laughing humor, and introduced Mayor Stanchfield, who would, the toastmaster said, deliver an address of welcome. He did. The Mayor addresses himself to Grand Master Sargent, telling him that he and the organization which he represented were welcome to the enjoyment and freedom of the city, as good citizens and members of a worthy organization. He expressed regret that the Grand Master could not remain in Elmira for a few days in order that he might more fully sample the hospitality of our citizens and enjoy a visit to the various points of interest. Grand Master Sargent replied to the Mayor's friendly words in a few words which fully conveyed the appreciation of the complimentary speech by himself and the members of the Firemen's Brotherhood. He said that his traveling companion, Eugene V. Debs, the Grand Secretary and Treasurer of the Brotherhood had been unavoidedly detained, much to his regret. He thanked the Mayor for his official and personal expression of friendship, and assured him that the firemen would endeavor to merit a continuance of the confidence and esteem felt for them by the Mayor and all good citizens of Elmira. The Grand Master's remarks were warmly applauded and Toastmaster Jones called on Colonel Archie E. Baxter to talk to those assembled. The Colonel is never at a loss for something to say, and the witty, eloquent and sensible speech which he delivered was worthy of his high reputation as an after-dinner speaker He recalled war memories to Comrade Jones by relating the still unwritten history of the third Bull Run, an engagement in which he bore an honorable part and came out of with flying colors, himself covered with various marks of distinction. Sheriff Cooper was present, not in an official capacity, but socially, and when he was called on to say something, remarked that he would be obliged to decline, as he was not a public speaker Shutting up being right in the Sheriff's line of business, he was excused, and Toastmaster Jones was prevailed upon to relate his honored story of a St. Louis battle flag under which many of the brave soldiers of the war fought their tiresome battles. It was a very eloquent effort, and a number of veterans present were seen to shed tears. Master Smith, of Wheaton Lodge, was called upon, but did not speak, and the talk became general. The Mayor, Colonel Baxter, J. H. Bartholomew and others talked in an informal manner, and it was after 1 o'clock Tuesday morning when the last friendly exchange of compliments occurred, and the banquet was filed away in memory's storehouse with other pleasant recollections of a weary, time-worn world. Grand Master Sargent, whose picture we take pleasure in presenting to our readers to-day, is a resident of Arizona, although his headquarters are at Terre Haute, Ind. He is an intelligent, well-informed gentleman, who has seen about thirty years pass away. He has a wife and an interesting family, is a consistent member of the church, uses neither liquor or tobacco, and is an excellent presiding officer for the grand organization of which he is the honored head. The Telegram desires to add its voice to that of Mayor Stanchfield, and extend best wishes to the Brotherhood of Locomotive Firemen everywhere, and assure Mr. Sargent and his organization that the city is theirs. All we want them to do when they pass this way again is to step in and take possession. The following card carries its own explanation:

"The sincere thanks of Wheaton Lodge, No. 242 are hereby tendered to Mrs. C. S. Wheaton for the beautiful basket of flowers presented at the reception of our worthy Grand Master, F. P. Sargent.

"J. H. BARTHOLOMEW,
"Chairman Committee."

FIREMEN'S MEETING.

The Richmond Dispatch gives the following account of Vice Grand Master Hannahan's meeting with Lee Lodge No. 275, Richmond, Va.:

A meeting of Lee Lodge of the Brotherhood of Locomotive Firemen, which embraces the men on all roads centering here, except the Atlantic Coast Line, on which colored men are employed, was held Sunday at Thon's Hall, Seventeenth and Main streets. The meeting, which opened at 9 a.m. and remained in session until late in the afternoon, was quite largely attended.

Mr, John J. Hannahan, of Chicago, Vice-Grand Master of the Brotherhood, was present and gave a very interesting and encouraging account of the growth of the organization where he had been. This gentleman's business is to institute new lodges, instruct them, and to settle disputes or troubles where they exist. He was on his way to several places South, where he goes to institute new lodges and had just paid Lee Lodge a fraternal visit. He left yesterday morning for Central, on the Norfolk and Western road, where he will institute a new lodge.

At the meeting Sunday a large quantity of business of importance to the organization, but of no public interest, was transacted. This lodge meets twice a month—on Sunday. Its officers are: C. W. Jenkins, Master; W. A Demaine. Secretary; Eugene List, Treasurer Eight or ten applications for membership were received on Sunday and several of them accepted.

THE ENGINE-DRIVER.

Away, away, at night or day,
Through solitude or throng
With lightning gait and thund'ring weight
I dash the rail along.

Though flame doth feed my iron steed,
And shoot his nostrils fire,
Yet give I rein or him restrain,
As suiteth my desire.

I eye with pride his burnished side,
His joints and thews of steel;
My spirits leap as throbbing deep
His mighty pulse I feel.

'Gainst rock and hill I hear the shrill
Re-echo of his scream;
On air of morn I watch upborne
His breath behind me stream.

Around each curve his slightest swerve
I measure to a hair:
For danger near I sharply peer
At every thoroughfare.

A never loud, but sober-browed
And thoughtful man am I;
Few words I take to query make,
And fewer to reply.

For off my post, still uppermost
The thought doth with me bide,
That everywhere the lives I bear
Of all who with me ride.

Who more, save he that on the sea
With waves and tempest strives,
Needs in him sand, than he whose hand
The locomotive drives?

—Youth's Companion.

Digitized by Google

To Texas Belle Lodge.

Away down South in Texas.
In that lovely Southern clime,
On the Missouri Pacific line,
Is the little Lodge, one-fifty-five,
Of which I wish to tell;
Tho' small in size, in actions great
Is the noble "Texas Belle."

On the twenty-seventh of April,
In eighteen-eighty three,
A half a dozen stokers
Had raised a charter fee;
With a ritual and a gavel
And the ambition of a novice,
They were very soon assembled
In Faker's private office.

The goat was the very strongest
To be found in all the land,
And he butted into the Brotherhood
This faithful little band.
When the pass and grip were given
There was fire in every eye,
And they vowed upon their manhood
That the "Belle" should never die.

There was Nance from number seventy,
And Selby from number eight,
And "Daddy Corn" from Black Jack
Who quietly met his fate.
Then there was "Slippery" Minter,
Who viewed the goat with fear.
And next came "Fatty"—Mercer,
Who had fired just a year.

The next man that they tackled
Was growing pretty cross.
He is known along the slim guage
As "the kicker"—Henry Voss.
The goat was getting restless
And was just a raising ——,
As he struck the last poor victim,
Our "Nobby Dude"—Maydwell.

At last the "Belle" was organized
And the good work was begun;
The boys felt highly satisfied
With what had just been done.
At length, exhausted, each sought rest
Upon his downy bed.
And vowed he'd ne'er again assist
In painting Greenville red.

Since then they've taught sobriety
And practiced what they preached,
And their well filled hands of benevolence
Two little homes have reached.
Their charter twice was draped in black
And they with comfort sped
To the wife and aged parents
Of their loved and honored dead.

Four years have almost passed away
Since the Texas Belle was born,
And not a better Lodge to-day
Does the Brotherhood adorn;
Those boy are running engines now,
And all are doing well,
But everyone is staunch and true
To the little "Texas Belle."

—EAST LINE.

Amusements.

FITCHBURG, MASS.

We have been favored with the following report of the ball of W. A. Foster Lodge No. 216, clipped from one of the Fitchburg papers:

William A. Foster Lodge No. 216, B. of L. F., held their first annual concert and ball in City hall, Friday evening. The attendance was large, some 125 couples taking part in the dance. Among the attendants from out of town were members of the Brotherhood from Boston, Worcester, Springfield, Keene, Saratoga and Shenectady, and railroad employes and citizens of North Adams, Shelburne Falls, Greenfield, Pittsfield, Waltham and other places. Among the guests were Division Sup't J. F. Adams, Ex-Div. Sup't W. I. Fox and wife, H. L. Leach, general foreman of locomotive department, F. G. Shalling, traveling engineer of Fitchburg railroad, and others.

One of the neatest designs in the way of decoration of the hall was the complete, full size front of a locomotive upon rails in the center of the stage. It was almost entirely made of parts of locomotives, and stood 11 feet 5 inches high from the rail to the top of the smoke-stack. On the front were displayed red signals, by lanterns and flags; the headlight was burning, with "216," the number of the Lodge on the glass. A regular locomotive bell was placed on the front, and its sharp tone gave notice that sets were forming.

During the intermission an excellent supper was served by Landlord Fuller at the Fitchburg to nearly fifty couples, and then all returned to the hall and continued the dance until 4 a.m.

Floor Director Henry W. Cushing was ably assisted by W. H. Swinerton and G. W. Alden, with the following aids: H. A. Stearns, S. B. Cheney, J. L. Parry, Fred Richardson, G. H. Seward, C. S. Hodge, W. C. Starkey and W. P. Churchill. Among other members of the Lodge who were on the committee of arrangements or reception committee were the following: H. L. Cass, H. C. Cleveland, F. L. Gleason, C. E. Proctor, W. E. Taylor, F. W. Palmer, H. E. Parker and F. S. Moore.

The entire program for this, their first party, was very pleasantly carried out, and the party was so successful, both socially and financially, that the members of the lodge will undoubtedly repeat the program with additions and improvements each year.

FORT DODGE, IOWA.

The following account of the ball of Webster Lodge No. 222 is copied from one of the local papers of Fort Dodge: The locomotive firemen scored a handsome success in their ball last evening, the attendance being more than anticipated and all that could be desired. The music was very fine, although a little disappointment was felt over the fact that one of the band was sick and unable to be present. It was the caller, and one who gave special effect to the vocalization which so greatly popularizes the music furnished by the band. Other than this, however, the performance of the band was all that could be desired, and many who did not intend to dance when they went to the opera house, but merely to look, found the music too attractive and joined the revellers. The sale of tickets was such as to warrant a handsome profit for the Brotherhood, thongh the exact figures are not yet known. Besides those who took part there were a large number of spectators who went to enjoy the music. An elegant supper was served at the Arlington, which was patronized by upwards of a hundred of the dancers. Nothing occurred to mar the harmony of the evening and the firemen have the satisfaction of realizing that they have scored their third success in the line. Several couples were here from neighboring towns, though we were unable to get a complete roster of outsiders. The management is to be complimented upon its satisfactory evening.

DOWNS, KANSAS

The opening ball of Solomon Valley Lodge was attended with great success as will be seen by the following report taken from the Atchinson Daily Champion: The Brotherhood of Locomotive Firemen of the Solomon Valley Lodge, No. 329, are holding their usual banquet and ball in their commodious hall in this city. The interior of the room is beautifully decorated for the occasion. Among the many decorations may be seen a locomotive fashioned of evergreens, bearing the ever faithful headlight. There are about 300 guests present, among whom are a great many of the Brotherhood. Everyone is having a happy, enjoyable time of tripping the "light fantastic." The members of Solomon Valley Lodge have spared no pains or labor to make this the event of the season, and their success is guaranteed. The great success is due to C. H. Sallisbury for his successful management of the ball.

Digitized by Google

Resolutions.

INDIANAPOLIS, IND., Feb. 7th, 1887.

At a regular meeting of Eureka Lodge No. 14, B. of L. F., the following preamble and resolutions were unanimously adopted:

WHEREAS, Death has again invaded our ranks and removed from our midst our beloved Brother John Preslee, who departed this life January 22nd, after a brief illness, therefore be it

Resolved, That in his death we have lost a true and honored member, his wife a beloved husband, and the company a faithful employe.

Resolved, That our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be sent to the widow of our deceased Brother, and also that the same be spread upon the minutes and inserted in the LOCOMOTIVE FIREMEN'S MAGAZINE.

WM P. MCBRIDE,
CHAS. N. LEPP,
WM. HUGO. } Committee.

LUDLOW, KY., Jan. 6th, 1887.

At the regular meeting of Old Kentuck Lodge No 104 of this date, the following resolutions were adopted:

WHEREAS: The Almighty has, in His infinite wisdom, seen fit to call home our friends and brothers, Christian Tool and Jas. Rhody; and

WHEREAS. In view of the great loss our Lodge has sustained by their death, and of the still greater loss sustained by those who are nearer and dearer to them, be it therefore

Resolved, That it is doing but a simple act of justice to the memory of our deceased brothers to say that in their untimely death this Lodge loses two of its most active and valuable members who enjoyed and deserved the respect and esteem of all who knew them.

Resolved, That to the stricken family we extend our heartfelt sympathy, and recommend them for consolation to that Grand Master who decrees all for the best.

Resolved, That as a mark of respect to the memory of our deceased brothers we drape our Charter in mourning for thirty days, and that a copy of these resolutions be presented to their families and that they be published in the LOCOMOTIVE FIREMEN'S MAGAZINE.

JAMES E. DORAN,
PHILIP SMITH,
J. A. FRAZIER, } Committee.

CLEVELAND, OHIO, Jan. 30, 1887.

At a regular meeting of Forest City Lodge No. 10, the following resolutions were adopted, viz.:

WHEREAS, The Angel of Death has visited our lodge, removing from our midst our brother, J. H. Bruckshaw who was killed in a collision on the P., Ft. W. & C. Ry., Nov 26 1886; therefore, be it

Resolved, That in the death of Bro. Bruckshaw, the Order has lost a noble member, the bereaved family a loving husband and father, and the C & R. Ry a faithful employe.

Resolved, That while words fall far short of expressing our feelings, we extend to the stricken household our heartfelt sympathy in this great trial, commending them to the care of Him, who is a father to the fatherless.

To C R. Whipple Lodge No. 142, Lake Shore Lodge No. 183, Good Intent No. 182, and Alexia Lodge, No. 96, we return our sincere thanks for their kind assistance at the funeral, and to No. 96, for the beautiful floral device.

Resolved, That our Charter be draped in mourning for thirty days, and a copy of these resolutions be sent to the bereaved family, published in the Magazine and spread upon the minutes of our lodge.

THOS. P. SMITH,
F. C. WHITMORE,
JAMES SAUNDERS, } Committee.

Letters of Thanks.

CULPEPPER, VA., Feb. 7th, 1887.

To the Brotherhood of Locomotive Firemen:

DEAR BROTHERS:—I desire to extend my thanks for draft of fifteen hundred dollars received through Belle Haven Lodge No. 308, in settlement of my claim. Realizing the great good that is being done by the B. of L. F., it has my best wishes for its future.

Yours fraternally, J. B. RUST.

MOUND CITY, KAN., Dec. 5, 1886.

To the Brotherhood of Locomotive Firemen.

DEAR SIRS—Accept my sincere and heartfelt thanks for the draft for $1,500 upon the policy of my late husband, T. F. Laird, which I have received through Mr. J. C. Sharp, Financier of Montezuma Lodge, No. 204. May the Lord bless you, one and all, and crown your efforts with success.

Yours truly, MRS. NOLIA LAIRD.

The Corner.

The corners hezn't changed much,
'Ceptin' one house or two
Got some new paint an' shingles
To make 'em look more new.

But now when I say it,
I know you'll all agree
That the place ain't near as lively
As what it used to be.

No, the corners don't change much,
But I kin remember the time
When everything wuz boomin'
An' the town wuz in her prime.

Then there wuz two or three stores,
An' ther wuz a saloon or two
An' three er four blacksmith shops
Et had all thet they cud do.

But law thet wuz twenty years ago,
Yes! twenty years ef it wuz a day,
An' et jest sets me thinkin'
How fast time runs away.

Then we went to the old school house,
An hed lots o' fun every day
Ther boys 'ud whip ther teacher,
An' there'd be the dickens to pay.

An' there wuz ther little old churcn
Thet didn't hev any steeple,
But plenty good enuf in them days
For any kind o' people.

But now they've got a better school
An' a church with a steeple tall,
But somehow er nother I don't think
Ther people er eny better after all.

No, I wouldn't want to live there now,
Place's too awful dull, you know,
People's too much set in ther ways
An' everything goes too slow.

But once in a while I go back there
An' stay a day er maybe two—
Jest long enuf to see the folks
An' say to them, "Howde do!"

An' when I near the old place
An' see ther steeple pointin' up to God,
I think how many that used to go there
Are now layin' 'neath the sod.

But, though I don't want to live there,
I hope that when I've got to die,
They'll take me back to the old place
Where so many uv my playmates lie.

There to lay among my friends
In my cold an' silent bed
Till the Lord calls us to jedgment,
An' the graves give up ther dead.

—[FELIX MCCUSIC.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

FEBRUARY, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., February 1, 1887.

ASSESSMENT NOTICE FOR FEBRUARY.

Assessment No. 3.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

15. Louis R. Stuart, of Boston Lodge No. 57, was declared totally disabled with curvature of the spine, December 27th, 1886.

16. Fred. Esch, of Old Post Lodge No. 17, was killed in a railroad accident November 17th, 1886.

17. Charles E. Gust, of Ferguson Lodge No. 190, was killed by a railroad accident November 30th, 1886.

18. James Wearne, of Fellowship Lodge No. 121, was killed by the explosion of an engine, December 9th, 1886.

19 J. C. Behan, of Saginaw Valley Lodge No. 286, was declared totally disabled from injuries to the spine, January 10th, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 15, and all members who were admitted on or before December 27th, 1886, are liable therefor.

You are required to pay the above assessments to the Collector of your Lodge on or before FEBRUARY 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

EDWARD WISE.

Anyone knowing the whereabouts of Edward Wise, who was at one time employed on the Wabash Ry., and later on some road out of Green Bay, Wis., will please notify J. B Wise, 43 Huntington St., Watertown, N. Y.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., January 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending December 31, 1886:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 25 & 26.	Assessm't No. 27 & 28.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 25 & 26.	Assessm't No. 27 & 28.	TOTAL.
1	$5	126	$....	$131 00	71	$7	$94	$	101 00
2	15	32	....	47 00	72	21	204	....	225 00
3	56	322	....	378 00	73	8	112	....	120 00
4	7	156	....	163 00	74	18	56	....	74 00
5	2	174	....	176 00	75	50	294	....	344 00
6	9	76	....	85 00	76	26	58	....	84 00
7	....	54	....	54 00	77	29	122	....	151 00
8	13	80	....	93 00	78	1	166	....	167 00
9	94	108	....	202 00	79	3	82	....	85 00
10	13	108	....	121 00	80	....	....	192	192 00
11	4	238	....	241 00	81	....	160	....	160 00
12	56	430	....	486 00	82	12	....	176	188 00
13	....	184	....	184 00	83	5	104	....	109 00
14	24	254	....	278 00	84	1	158	....	159 00
15	16	88	....	104 00	85	....	84	....	84 00
16	12	234	....	246 00	86	12	104	....	116 00
17	35	42	....	77 00	87	....	54	....	54 00
18	8	94	....	102 00	88	55	36	....	91 00
19	....	64	....	64 00	89	33	66	....	99 00
20	1	50	....	51 00	90	....	20	....	20 00
21	4	40	....	44 00	91	24	24	....	48 00
22	12	36	....	48 00	92	18	22	....	40 00
23	19	42	....	61 00	93	14	134	....	148 00
24	14	62	....	76 00	94	7	116	....	123 00
25	13	80	....	93 00	95	41	118	....	159 00
26	12	116	....	128 00	96	7	66	....	73 00
27	14	128	....	142 00	97	10	84	....	94 00
28	2	130	....	132 00	98	2	36	....	38 00
29	....	88	....	88 00	99	20	148	....	168 00
30	13	40	....	53 00	100	20	44	....	64 00
31	38	84	....	122 00	101	46	226	....	272 00
32	4	52	....	56 00	102	1	84	....	85 00
33	2	98	....	100 00	103	13	196	....	209 00
34	....	....	....	....	104	12	32	....	44 00
35	11	20	....	31 00	105	9	180	....	189 00
36	13	120	....	133 00	106	1	52	....	53 00
37	....	....	114	114 00	107	7	120	....	127 00
38	....	126	....	126 00	108	....	50	....	50 00
39	....	126	....	126 00	109	21	118	....	139 00
40	17	148	....	165 00	110	2	54	....	56 00
41	5	32	....	37 00	111	2	82	....	84 00
42	....	72	....	72 00	112	4	74	....	78 00
43	6	172	....	178 00	113	16	64	....	80 00
44	1	130	....	131 00	114	....	44	....	44 00
45	21	112	....	133 00	115	7	56	....	63 00
46	26	44	....	70 00	116	6	70	....	76 00
47	....	238	....	238 00	117	....	....	....	....
48	10	120	....	130 00	118	3	42	....	45 00
49	36	50	....	86 00	119	1	52	....	53 00
50	2	290	....	292 00	120	13	136	....	149 00
51	21	84	....	105 00	121	21	66	....	87 00
52	6	106	....	212 00	122	9	86	....	95 00
53	3	66	....	69 00	123	46	90	....	136 00
54	4	146	....	150 00	124	14	46	....	60 00
55	9	54	....	63 00	125	17	36	....	53 00
56	16	40	....	56 00	126	11	30	....	41 00
57	52	436	....	488 00	127	40	114	....	154 00
58	4	20	....	24 00	128	....	50	....	50 00
59	25	106	....	131 00	129	2	114	....	116 00
60	22	132	....	154 00	130	....	....	....	....
61	62	84	....	146 00	131	8	24	....	32 00
62	7	102	....	109 00	132	6	48	....	54 00
63	22	64	....	86 00	133	....	62	....	62 00
64	4	42	....	46 00	134	7	30	....	37 00
65	2	110	....	112 00	135	4	102	....	106 00
66	6	90	....	96 00	136	8	20	....	28 00
67	25	178	....	203 00	137	1	56	....	57 00
68	34	122	....	156 00	138	4	68	....	72 00
69	....	86	....	86 00	139	8	28	....	36 00
70	13	54	....	67 00	140	6	94	....	100 00

Digitized by Google

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 25 & 26.	Assessm't No. 27 & 28.	Total.
141	...	214	.....	$214 00
142	45	94	.....	139 00
143	5	30	.....	35 00
144	10	60	.....	70 00
145	1	56	.....	57 00
146	24	24	.....	48 00
147	13	54	.....	67 00
148	14	14	.....	28 00
149	36	300	.....	336 00
150	11	66	.....	77 00
151	7	94	.....	101 00
152	5	22	.....	27 00
153	8	58	.....	66 00
154	...	109	.....	109 00
155	...	30	30	60 00
156	...	98	.....	98 00
157	19	36	.....	55 00
158	21	84	.....	105 00
159	18	36	.....	54 00
160	25	60	.....	85 00
161	16	100	.....	116 00
162	...	160	.....	160 00
163	7	44	.....	51 00
164	3	82	.....	85 00
165	11	48	.....	59 00
166	9	40	.....	49 00
167	9	68	.....	77 00
168	7	58	.....	65 00
169	16	178	.....	194 00
170	2	52	.....	54 00
171	5	24	.....	29 00
172	...	110	.....	110 00
173	11	64	.....	75 00
174	18	190	.....	208 00
175	9	58	.....	67 00
176	...	34	.....	34 ...
177	8	72	.....	80 00
178	35	90	.....	125 00
179	45	48	.....	93 00
180	12	4	.....	16 00
181	...	28	.....	28 00
182	11	52	.....	63 00
183	57	50	.....	107 00
184	5	32	.....	37 00
185	18	28	.....	46 00
186	30	46	.....	76 00
187	...	28	.....	28 00
188	1	114	.....	115 00
189	...	70	.....	70 00
190	18	34	.....	52 00
191	13	64	.....	77 00
192	...	.....	.....	 00
193	16	20	.....	36 00
194	1	80	.....	81 00
195	...	102	.....	102 00
196	6	42	.....	48 00
197	...	66	.....	66 00
198	5	38	.....	43 00
199	...	50	.....	50 00
200	57	16	.....	73 ...
201	...	62	.....	62 00
202	7	86	.....	93 00
203	7	58	.....	65 00
204	10	24	.....	34 00
205	5	64	.....	69 00
206	21	16	.....	37 00
207	1	122	.....	123 00
208	4	64	.....	68 00
209	15	38	.....	53 00
210	4	62	.....	66 00
211	...	106	.....	106 00
212	3	52	.....	55 00
213	12	38	.....	50 00
214	25	60	.....	85 00
215	...	92	.....	92 00
216	32	98	.....	130 00
217	6	10	.....	16 00
218	...	.....	.....	....
219	11	76	.....	87 00
220	5	100	.....	$105 00
221	...	70	.....	70 00
222	7	32	.....	39 00
223	19	16	.....	35 00
224	6	38	.....	44 00
225	8	42	.....	50 00
226	...	58	.....	58 00
227	13	26	.....	39 00
228	...	.....	.....	....
229	...	62	.....	62 00
230	1	122	.....	123 00
231	25	50	.....	75 00
232	4	50	.....	54 00
233	...	14	.....	14 00
234	8	18	.....	26 00
235	11	44	.....	55 00
236	12	20	.....	32 00
237	6	92	.....	98 00
238	6	34	.....	40 00
239	11	38	.....	49 00
240	1	116	.....	117 00
241	3	36	.....	39 ...
242	4	90	.....	94 00
243	18	14	.....	32 00
244	...	.....	138	138 00
245	...	42	.....	42 00
246	2	28	.....	30 00
247	9	20	.....	29 00
248	14	44	.....	58 00
249	3	30	.....	33 00
250	...	112	.....	112 00
251	9	56	.....	65 00
252	...	148	.....	148 00
253	10	64	.....	74 00
254	5	36	.....	41 00
255	19	36	.....	55 00
256	1	58	.....	59 00
257	...	.....	54	54 00
258	1	18	.....	19 00
259	26	.....	.....	26 00
260	9	46	.....	55 00
261	...	.....	52	52 00
262	6	26	.....	32 00
263	8	28	.....	36 00
264	...	70	.....	70 00
265	...	98	.....	98 00
266	...	68	.....	68 00
267	10	32	.....	42 00
268	...	16	.....	16 00
269	5	56	.....	61 00
270	28	122	.....	150 00
271	...	50	.....	50 00
272	...	52	.....	52 00
273	3	80	.....	83 00
274	...	24	.....	24 00
275	13	30	.....	43 00
276	21	14	.....	35 ...
277	5	24	.....	29 00
278	...	18	.....	18 00
279	13	14	.....	27 00
280	...	62	.....	62 00
281	18	22	.....	40 00
282	11	32	.....	43 00
283	11	58	.....	69 00
284	29	80	.....	109 00
285	6	26	.....	32 00
286	13	134	.....	147 00
287	3	112	.....	115 00
288	...	34	.....	34 00
289	9	18	.....	27 00
290	26	30	.....	56 00
291	16	50	.....	66 00
292	17	12	.....	29 00
293	2	94	.....	96 00
294	...	36	.....	36 00
295	2	32	.....	34 00
296	6	26	.....	32 00
297	1	32	.....	33 00
298	3	22	.....	25 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 25 & 26.	Assessm't No. 27 & 28.	Total.
299	$ 4	$44	.....	$48 00
300	...	...	80	80 00
301	1	40	.....	41 00
302	8	46	.....	54 00
303	...	24	.....	24 00
304	2	32	.....	34 00
305	...	40	.....	40 00
306	4	32	.....	36 00
307	3	72	.....	75 00
308	4	30	.....	34 00
309	9	24	.....	33 00
310	...	28	.....	28 00
311	1	32	.....	33 00
312	...	38	.....	38 00
313	19	44	.....	63 00
314	...	18	.....	18 00
315	1	44	.....	45 00
316	8	44	.....	52 00
317	...	80	.....	80 00
318	...	14	14	28 00
319	2	68	.....	70 00
320	...	40	.....	40 00
321	...	20	.....	20 00
322	1	34	.....	35 00
323	...	56	.....	56 00
324	...	38	.....	38 00
325	...	42	.....	42 00
326	...	36	.....	36 00
327	2	20	.....	22 00
328	...	30	.....	30 00
329	6	26	.....	32 00
330	3	34	.....	37 00
331	...	40	.....	40 00
332	3	20	.....	23 00
333	...	78	.....	78 00
334	...	20	.....	20 00
335	...	.....	.....	... ...
336	...	.....	.....	... ...
337	...	24	.....	24 00
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...
.....	.....	.....	.....	... ...

Balance on hand December 1.....$19,482 00
Received during month.....27,951 00

Total.....$47,433 00

By claims 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253 and 254.....$34,500 00
Balance on hand January 1.....$12,933 00

Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., Feb. 1, 1887.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is hereby called to the following Special Notices, viz:

SPECIAL CIRCULAR.

Special Circular No. 4 has been forwarded to all Lodges.

BACK NUMBERS.

The following back numbers of the Magazine are desired, viz: December, 1876; January, February, June and October, 1877, and January 1882. Any member having these numbers and wishing to dispose of them will please correspond with the Grand Secretary.

TRAVELING CARDS.

Traveling cards of the new series have been forwarded to all Lodges. In attaching the seal thereto the impression should be made in the centre of the card to cover the seal of the Grand Lodge.

CHARTER RECLAIMED.

The charter of Black Diamond Lodge No. 206, Conneaut, Ohio, was reclaimed by the Grand Lodge January 14th, 1887, on account of non-payment of assessments.

UNION MEETINGS.

A grand union meeting will be held at New York City, on May 15th, under the auspices of Just in Time Lodge No. 149. All the Grand officers will be in attendance and the largest possible attendance is desired.

Digitized by Google

A grand union meeting will also be held at Milwaukee, Wis., on June 12th under the auspices of Guiding Star Lodge No. 130, and preparations are being made for a grand reunion.

SPECIAL MEETINGS.

The following meetings have been called for the month of March and will be attended by the Grand Master and Grand Secretary and Treasurer, viz:
Cairo, Ill., 6th; Jackson, Tenn., 7th; Memphis, Tenn., 8th; Vicksburg, Miss., 9th; McComb City, Miss., 10th; Algiers, La., 11th; Mobile. Ala., 12th; Meridian. Miss., 13th: Paducah, Ky. 14th: Grand Rapids, Mich., 20th, and Delaware, Ohio, 27th.

EUGENE V. DEBS, G. S. and T. FRANK P. SARGENT, G. M.

Grand Lodge.

F. P. SARGENT.....*Grand Master*
Terre Haute, Indiana.

J. J. HANNAHAN.....*Vice Grand Master*
Box 655, Englewood, Ill.

E. V. DEBS.....*Grand Secretary and Treasurer*
Terre Haute, Indiana.

E. V. DEBS.....*Editor and Manager of Magziane*
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER, Chairman, Box 738, Fort Dodge, Ia
C. C. SUTHERLAND, Secretary, Creston, Iowa.
L. P. SMITH, 292 Fulton Street, Chicago, Ill.

GRAND EXECUTIVE BOARD.

H. WALTON, Chairman, 4233 Haverford St., West Philadelphia, Pa.
W. E. BURNS, Secretary, 122 Newberry Avenue, Chicago, Ill.
F. X. HOLL, 1301 Second St. So., Minneapolis, Minn.
J. J. LEAHY, 2627 Fremont St., Philadelphia, Pa.
W. H. MCDONNELL, 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DEER PARK: Port Jervis, N. Y.**
Meets every Sunday at 2 p.m.
G. Carmer.....Master
J. E. Cook, Box 215.....Secretary
C. E. Barkman.....Receiver

2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month.
G. T. Lowe, 10 Condace street.....Master
H. Atwood, 5 Liberty street.....Secretary

3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, corner Grove and Fourth streets.
R. K. Thornhill, 3 Alexander Row, St. Paul avenue.....Master
R. H. Roden, 72 Erie street.....Secretary
E. P. Hutton, 61 Grand street.....Receiver

4. **GREAT EASTERN: Portland, Maine.**
Meets at 53 Temple street, corner Congress street, in Congress Hall, 2d and 4th Saturdays at 1 p.m.
L. G. Shaw, 82 Lincoln street.....Master
L. P. Bailey, 26 May street.....Secretary
F. A. Huff, 49 Hanover street.....Receiver

5. **CHARITY: St. Thomas, Ontario.**
Meets every Tuesday.
T. Quirk, Box 784.....Master
A. S. Adams, Box 1313.....Secretary
T. L. Hoyt, Box 784.....Receiver

6. **PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 p.m.
W. J. Edy.....Master
F. Parker.....Secretary

7. **POTOMAC; Washington, D. C.**
Meets second and fourth Sundays at 2 p. m.
J. B. May, 477 1-2 F street S. W.....Master
W. C. Jasper, 489 Missouri avenue.....Secretary
E. B. Hunt. 86 Maryland avenue.....Receiver

8. **RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 p.m. and 2d and 4th Saturdays at 8 p.m., in K. of L. Hall
O. Cox.....Master
C. E. Royce, Box 29.....Secretary
J. C. Hogg.....Receiver

9. **FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 p.m.
J. C. Faight, P. C. & St. L. R'y Shops.....Master
C. C. Coit, 204 Baird street.....Secretary
J. D. Coffey, 119 N. Twentieth street.....Receiver

10. **FOREST CITY; Cleveland, Ohio.**
Meets alternate Sunday at 182 Ontario street, at 2 p.m.
J. Saunders, 361 Harbor street.....Master
A. G. Laubscher, Seward street, W. Cleveland.....Secretary
F. C. Whitmore, 143 Sterling avenue.....Receiver

11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 p.m.
T. F. Ayers.....Master
C. W. Vannatta.....Secretary
J. W. Sinclair, L. Box 96.....Receiver

12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 p.m., at 198 Seneca street.
J. F. Hayes, 368 Seneca street.....Master
Wm. J. Bruman, 395 Swan street.....Secretary
F. H. Coe, 4 Hickory street.....Receiver

13. **WASHINGTON; Jersey City, N. J.**
Meets 4th Sunday at 10:30 a.m., in Masonic Hall.
W. W. Snyder, Box 333 Somerville, N. J.....Master
F. R. Degroff, 260 Communipaw avenue.....Secretary
C. A. Wilson, 147 Pacific avenue.....Receiver

14. **EUREKA; Indianapolis, Indiana.**
Meets every Tuesday at 8 p.m., at 34 W. Washington street, fourth floor.
Wm. P. McBride, 485 E. Georgia Street.....Master
C. M. Zepp, 67 Peru avenue.....Secretary
Wm. Hugo, 79 N. Noble street.....Receiver

15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 p.m.
E. Upton, 13 Shearer street.....Master
G. Kell.....Secretary
T. A. Dickson, 72 Mullin street.....Receiver

16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 p.m.
E. V. Debs.....Master
J. F. O'Reilly, 617 N. 5th street.....Secretary
C. A. Bennett, 1004 N. Ninth street.....Receiver

18. **WEST END; Slater, Mo.**
Meets every Saturday at 7:30 p.m.
W. H. Swan, Box 270.....Master
C. S. Frazier.....Secretary
G. W. Michel.....Receiver

19 **TRUCKEE: Wadsworth, Nevada.**
Meets every Friday at 7:30 p.m
H. M. Johnson.....Master
W. B. Tanney.....Secretary
A. R. Arthur.....Receiver

20. **STUART: Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 p.m.
G. Morse.....Master
G. C. Wells, Box 117.....Secretary
W. K. Van Harten.....Receiver

21. **INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 p.m., S. W. corner Broadway and Carroll streets.
A. Williams, 1540 Gratiot street.....Master
H. Blocker, 1822 Menard street.....Secretary
W. A. Murphy, 1500 Poplar street.....Receiver

22. **CENTRAL; Urbana, Ill.**
Meets in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78.....Master
L. L. Johnson, L. Box 111.....Secretary
L. Sullivan, box 367.....Receiver

23. **PHŒNIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
F. Elliott, Box 93.....Master
J. S. Ott, Box 381.....Secretary
T. H. Williams, Box 37.....Receiver

Digitized by Google

24. GREAT WESTERN, Parsons, Kansas.
Meets in I. O. O. F. Hall Wednesdays at 2 p.m.
A. P. Fraker . . . . . Master
L. D. Harrington, Box 338 . . . . . Secretary
J. E. Powell, ... Receiver

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays.
T. W. Smith. . . . . Master
P. J. Ashton . . . . . Secretary
O. Dougherty . . . . . Receiver

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 p.m.
S. H. Wood, Box 912 . . . . . Master
F. Snyder. . . . . Secretary
A. E. Brown, Box 1057 . . . . . Receiver

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d and 4th Sundays.
W. C. Byers, 332 F avenue W. . . . . Master
S. W. Thorp, 89 2d street West. . . . . Secretary
Wm. Turner, 369 H. avenue, W. . . . . Receiver

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 p.m.
S. J. Crockett, Box 212 . . . . . Master
H. B. Maxwell . . . . . Secretary
C. W. Baskins . . . . . Receiver

29. CERRO GORDO; Mason City, Iowa.
Meets S. E. corner 2d and Commercial streets.
P. A. Loveland, Box 638 . . . . . Master
J. Fulton. . . . . Secretary
A. H. Tucker . . . . . Receiver

30. CEDAR VALLEY; Waterloo, Iowa.
Meets in Black Hawk Hall, Lafayette street and E. Waterloo, 1st and 3d Sundays at 2 p.m.
J. R. Miller. . . . . Master
E. T. Gregory. . . . . Secretary
R. A. Corson, Box 406 . . . . . Receiver

31. R. R. CENTRE; Atchison, Kansas.
Meets corner 3d and Commercial streets at 2 p.m.
T. E. Jordan, East Atchison, Mo. . . . . Master
C. H. Salisbury, 103 N. Liberty street . Secretary
Frank Johnson, 713 N. street . . . . . Receiver

32. BORDER; Ellis, Kansas.
J. H. Houston . . . . . Master
T. McMahon, Box 230 . . . . . Secretary
G. M. McClure, Box 205 . . . . . Receiver

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 p.m. and 2d and 4th Mondays at 7 p. m.
C. J. Snyder . . . . . Master
R. Sugg. . . . . Secretary
F. White, ... Receiver

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 p.m.
R. Primrose, Box 1146 . . . . . Master
J. M. Wheeler . . . . . Secretary
Geo. P. Smith, L. Box 184 . . . . . Receiver

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays at 3 p.m.
J. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
J. F. Maloney, Box 389 . . . . . Receiver

36. TIPPACANOE, Lafayette, Ind.
Meets every Sunday at 2 p.m.
C. Ernst, 182 Union street . . . . . Master
W. J. Wepley, L. & E. W. Shops . . . Secretary
F. T. Korty, 29 N. Third street . . . . . Receiver

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 p.m., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 . . . . . Master
W. D. Holton . . . . . Secretary
C. H. Randall . . . . . Receiver

38. AVON; Stratford, Ontario.
Meets in A. O. F. Hall 1st and 3d Sundays at 2 p.m.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
G. Nursey, Box 318 . . . . . Receiver

39. TWIN CITY; Rock Island, Ill.
Meets 2d and 4th Sundays at 2 p.m., in Engineer's Hall.
J. McDarrah . . . . . Master
C J. Dahl, Box 403 . . . . . Secretary
Carl Boltz . . . . . Receiver

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut street every Tuesday at 7:30 p.m.
E. Browning, 714 1-2 W. Washington street . . . . . Master
W. Cavanaugh, 902 N. Lee street. . . . Secretary
W. Cavenaugh, 902 N. Lee street . . . . . Receiver

41. ONWARD; Dickinson, Dakota.
Meets every Sunday at 7:30 p.m.
O. H. Dosskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary
Jos. Crosthwaite . . . . . Receiver

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton street. . Master
J. Parish, Clymer street . . . . . Secretary
W. D. Scampton, 911 W. Johnson street, Receiver

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturday evenings.
J. E. Shortell, 705 So. 10th street. . . . . Master
E. R. Patterson, southwest corner 10th and Mitchell streets . . . . . Secretary
Geo. Puncheon, 1418 S. Tenth street . . . . . Receiver

44. F. W. ARNOLD; East St. Louis, Ill.
Meets in Jackiesch Hall alternate Tuesdays, 7:30 p.m.
J. T. Sullivan, Box 116 . . . . . Master
T. J. Hayes . . . . . Secretary
J. Bissin, L. Box 38 . . . . . Receiver

45. ROSE CITY; Little Rock, Ark.
Meets every Monday at 7:30 p.m.
W. N. Horton, 1704 W. 3d street . . . . Master
Ed Chamberlain, Box 175, Argenta, Ark. Secretary
Joshua Purser, 1709 W. Second street . . . . . Receiver

46. CAPITAL; Springfield, Ill.
Meets 1st and 3d Sundays at 2 p.m.
A. Cunningham . . . . . Master
F. H. Pratt, 714 E. Washington street . . . Secretary
Thomas Walsh, 1424 S. Seventh street . . . . Receiver

47. TRIUMPHANT; Chicago, Ill.
Meets N. W. corner LaSalle and Adams street. Hall C, 1st Sunday at 2 p.m. and 3d Saturday at 7:30 p.m.
T. A. Deegan, Box 58, Brighton Park, Ill . Master
L. Zunkel, 109 Johnson street . . . . Secretary
E. J. McGuirk, 3 E Washington street . Receiver

48. W. F. HYNES; Peoria, Ill.
Meet at 105 S. Adams street 1st and 3d Sundays at 2 p.m.
W. Baugh, T. P. & W. Engine House Master
W. A McMillan, 343 New street . . . . Secretary
G. C. Watt, 617 First street . . . . . Receiver

49. J. M. RAYMOND; Decatur, Ill.
Meet corner R. R. avenue and Eldorado street every Sunday at 3 p.m.
C. E. Walker, 1243 N. Clayton street . . Master
E. Higgins, 1261 E. Eldorado street . . Secretary
L. Miesse, 1021 E. Eldorado street . . . . . Receiver

50. GARDEN CITY; Chicago, Ill.
Meet corner 7th and State streets 1st and 3d Saturdays at 8 p.m.
H. W. Rouscup, 5458 School street . . Master
J. J. Coffey, 4142 Wentworth avenue . . Secretary
J. J. Coffey, 4142 Wentworth avenue . . . . . Receiver

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays at 7:30 p.m. in Masonic Hall
E. A. Bush, Box 291 . . . . . Master
M. Gaffney . . . . . Secretary
G. E. Dillard, Box 264 . . . . . Receiver

52. GOOD WILL; Logansport, Ind.
Meet corner 12th and Spear street Sundays at 2 p.m.
A. Swadmer . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
E. H. Laing, L. Box 626 . . . . . Receiver

Digitized by Google

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays at 2:30 p.m. in A.O.U. W. Hall.
J. Turnpaugh . . . . . Master
W. Gilpin, Box 1426 . . . . . Secretary
J Gallagher, Box 1172 . . . . . Receiver

54. ANCHOR; Moberly, Mo.
Meet in Suppies' Hall every Tuesday at 7:30 p.m.
W. P. Carlisle, Box 802 . . . . . Master
L. T. Burton, Box 785 . . . . . Secretary
James Scully . . . . . Receiver

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights corner 2d and Adams streets
J. Sellers L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
W. A. Ashley, L. & N. Shops . . . . . Receiver

56. BANNER; Stanberry, Mo.
Meets every Saturday at 7 p.m.
J. J. Smith . . . . . Master
W. B. Genung, ... Secretary
W. E. Baldwin, L. Box 400 . . . . . Receiver

57. BOSTON, Boston, Mass.
Meets 1st and 3d Sunday at 10 a.m.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . Master
R. P. Jones, 197 Summer street. E. Boston . . . . . Secretary
A. W. Spurr, 76 Hammond street . . . . . Receiver

58. SACRAMENTO; Rocklin, Cal.
Meet every Sunday at 2 p.m. in Masonic Hall.
L. G. Jeardeau . . . . . Master
J. P. Clark, Box 68 . . . . . Secretary
G. W Culver . . . . . Receiver

59. ROYAL GEORGE; South Pueblo, Colo.
Meets every Monday night
M. M. Zumbrum . . . . . Master
M. N. Lines . . . . . Secretary
C. S Walker . . . . . Receiver

60. UNITED; Philadelphia, Pa.
Meet at 2204 Marshall street, alternate Sundays at 9:30 a.m.
F. L. McGill, 2132 Thouran street . . . Master
J. H. Fellers, 2341 Dickinson St, 31st Ward, ... Secretary
J. Shepherd, 2510 Alder street . . . . . Receiver

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays at 3 p.m.
C. E. Brockie, 76 Sycamore street . . . . Master
E. W. McFarland, 725 Edgerton street Secretary
P Currigan, 985 Rice street . . . . . Receiver

62. VANBERGEN; Carbondale, Pa.
Meets at Odd Fellows' Hall, corner Church and Rafferty streets, 2d and 4th Sundays at 3 p.m.
D. Wilson . . . . . Master
A. M. Banks, Box 479 . . . . . Secretary
O. E. Histed, L. Box 855 . . . . . Receiver

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Giddings' hall, 24 E. Main street.
M. Brown, Vandercook, Ill. . . . . Master
S. Smith, Box 772 . . . . . Secretary
J. Myers . . . . . Receiver

64. SIOUX; Sioux City, Iowa.
Meets corner 4th and Douglas streets 2d and 4th Sundays.
G. M. Martin, Box 298 . . . . . Master
Jos. Coyle, Box 466 . . . . . Secretary
G M. Martin, Box 298 . . . . . Receiver

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
J. Debar . . . . . Receiver

66. CHALLENGE; Belleville, Ontario,
Meet 2d and 4th Sundays at 2:30 p. m. at 223 Station street.
R. Milne . . . . . Master
P. J. Rooney. Belleville Sta., Ont. . . . Secretary
J. Logue, Box 10, Bellville Station, Bellville, Ont . . . . . Receiver

67. DOMINION; Toronto, Canada.
Meet in Occident Hall 1st and 3d Sundays at 2:30 p.m.
J. W. Lamb, 10 Maud street . . . . . Master
S. Vaughan, 228 Wellington street . . . Secretary
S. Vaughn, 228 Wellington avenue . . . . . Receiver

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 p.m.
J. L. Hafer, Altoona, Wis . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . Secretary
J B. Hurley, Box 141 . . . . . Receiver

69. ISLAND CITY; Brockville, Ontario.
Meets alternate Thursdays at 7:30 p.m. King street, over Barnes' Dry Goods Store.
W. H. Parsley . . . . . Master
W. Strong, ... Secretary
J. J. Beehler . . . . . Receiver

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 p.m. in I. O. O. F. Hall.
J. Crowley, Box 411 . . . . . Master
I. H. Stout, Box 411 . . . . . Secretary
Chas. Seeber, Box 411 . . . . . Receiver

71. SUSQUEHANNA. Oneonta, N. Y.
Meet 2d and 4th Sundays at 7 p.m. at B. of L. E. Hall.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary
R. W. Mills, Box 1131 . . . . . Receiver

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays at 2 p.m.
W. Wiggins, 45 Cooper street . . . . . Master
H. Harris, 446 Henry street . . . . Secretary
J. Gibbs, Collinwood, N. J . . . . . Receiver

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays at 1 p.m.
J. Crawford, 6 Salem street . . . . . Master
E. Cudworth, 43 Cutter street . . . Secretary
G. F. Newton, 6 Riley street . . . . . Receiver

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th street alternate Mondays at 7:30
D. McDonnell, 1114 W. 20th street . . . Master
Wm. Piercey, 1354 Liberty street . Secretary
Wm. Piercy, 1354 Liberty street . . . . . Receiver

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. corner 39th and Market streets alternate Sundays at 1 p. m.
J. F. Mohn, 126 N. 32d street, W. Philadelphia . . . . . Master
W. H Guthrie, 704 Preston street . . . . Secretary
H. Williams, 4210 Westminister street . . . . Receiver

76. NEW ERA; Barnesville, Minn.
Meets 2d and 4th Sundays at 2 p.m.
J. Myler . . . . . Master
G. L. Lovelace . . . . . Secretary
J. C Nolan, L Box 235, Breckinridge, Minn . . . . . Receiver

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 p.m., in B. of L. F. Hall, 375 Larimer street.
C. L. Heller, 230 27th street . . . . . Master
W. F. Brundage, 1216 Larimer street, Secretary
O. W. Richardson, Box 2472 . . . . . Receiver

78. GOLDEN EAGLE; Sedalia, Mo.
Meets every Saturday at 7:30 p.m. at 909 E. 3d street.
M. Dolan . . . . . Master
T. E. Myer, 1022 E. 4th street . . . Secretary
W. U. Wiley. 255 E. Saline street . . . . . Receiver

79. J. M. DODGE; Roodhouse, Ill.
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 1134 . . . . . Secretary
J. M. Fruitt . . . . . Receiver

80. SELF HELP; Aurora, Ill.
Meets over Nos. 8 and 10 Broadway.
W. B. Miller 110 Main street . . . . . Master
D. C. Wood, 58 N. Anderson street . . Secretary
George Goding, Box 252 . . . . . Receiver

Digitized by Google

81. PINE CITY; Brainerd, Minn.
Meets 2nd and 4th Sundays at 2 p.m., in I.O.O.F. hall, 6th street So.
H. Barnes, Box 1305 . . . . . Master
W. J. Bain, Box 1856 . . . . . Secretary
W. J. Bain, Box 1856 . . . . . Receiver

82. NORTHWESTERN; Minneapolis Minn.
Meet corner Nicollet avenue and 3d Street 1st Saturday at 7:30 p.m. and 3d Sunday at 2 p.m.
F. X. Holl, 1301 2d street So . . . . . Master
W. T. Nickel, 1819 3d avenue N. . . . Secretary
W. E. Richmond, 820 N. Girard avenue..Receiver

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 p.m.
J. G. Nash, L. Box 406 . . . . . Master
M. E. Finnegan, Box 406 . . . . . Secretary
R. S. Craig, Box 406 . . . . . Receiver

84. CALHOUN; Battle Creek, Mich.
Meets 1st Monday at 7:30 p.m. and 2d and 4th Sundays at 2:30 p.m. in Engineers' Hall.
G. Kelly . . . . . Master
D. Coughlin, 56 E. Hall street . . . . Secretary
T. W. Taylor, 38 Irving street . . . . . Receiver

85. FARGO; Fargo, Dakota.
Meet corner Robert and Second avenues 2d and 4th Sundays at 2 p.m.
E. Jamison, L. Box 553 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
A. Bassett, Box 1796 . . . . . Receiver

86. BLACK HILLS; Laramie City, Wyoming.
Meet at 7:30 p.m. Friday evening in K. L. Hall.
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
C. F. Kleeman, L. Box 471 . . . . . Receiver

87. SUMMIT: Rawlins, Wyoming.
Meet at I.O.O.F. Hall 1st and 3d Wednesdays at 7:30 p.m.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
Pat Naughton . . . . . Receiver

88. MORNING STAR: Evanston, Wyoming.
Meets every Sunday at 2:30 p.m in I.O.O.F. Hall
A. Payne, Box 109 . . . . . Master
H. N. Bodine . . . . . Secretary
James Bowman . . . . . Receiver

89. SILVER STATE; Carlin, Nevada,
Meets Tuesday evenings in Firemen's and Engineers' hall.
W. R. Capell . . . . . Master
C. O. Hammers . . . . . Secretary
B. F. Rondebush . . . . . Receiver

90. SAN DIEGO: National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 p.m.
R. V. Dodge, Box 317, San Diego . . . . Master
J. M. Dodge, Box 317, San Diego . . . Secretary
M. L. Cole . . . . . Receiver

91. GOLDEN GATE: San Francisco Cal.
Meets 1st Sunday at 1:30 p.m. and 3d Tuesday at 7 p.m. at Champion Hall, corner Valentine and 16th streets.
J. Hewitt, S. P. R. R. Shops . . . . Master
W. G. Bradshaw, 2951 16th street . . . Secretary
W. G. Bradshaw, 2951 Sixteenth street...Receiver

92. FRONTIER CITY: Oswego, N. Y.
Meets 2d and 4th Sundays at 2 p.m., in Ontario & Western Passenger Depot.
M. Murphy, N. Y. O. & W. Depot . . . Master
M. H. Counsell, N. Y. O. & W. Depot . Secretary
S. C. Forsyth, 166 W. Utica street . . . . . Receiver

93. GATE CITY: Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 p.m., in Horn's hall, corner 8th and Main streets.
G. Wadden, 507 Main street . . . . . Master
F. Scherer, 1227 Fulton street . . . . Secretary
J. H. Carter, 507 Main street . . . . . Receiver

94. CACTUS; Tucson, Arizona.
Meet corner Pennington and Tool avenue 1st and 3d Tuesdays at 7 p.m.
O. L. Brown, Box 218 . . . . . Master
A. W. McQueen, Box 218 . . . . . Secretary
J. J. Lucey, Box 295 . . . . . Receiver

95. CHICAGO; Chicago, Ill.
Meets 2d Tuesday and last Sunday of each month.
C. B. Johnson, 192 Milwaukee street . Master
O. Olson, 124 N. Green street . . . Secretary
E. W. Wallbaum, 390 Laribee street . . . . . Receiver

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and Wednesday after 2d Sunday of each month in Engineers' hall, Main street, between 12th and 13th streets.
Jos. Quinn, Box 695 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
C. L. Booth, Box 695 . . . . . Receiver

97. ORANGE GROVE, Los Angelos, Cal.
Meets every Tuesday at 7:30 p.m.
J. B. Moser, Box 72 . . . . . Master
E. E. Ballon, Box 72 . . . . . Secretary
G. C. Morton . . . . . Receiver

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
D. F. Creswell . . . . . Receiver

99. ROCHESTER; Rochester, N. Y.
Meets 2d and 4th Wednesdays at 8 p.m.
E. E. Pruyer, 21 1st avenue . . . . . Master
A. Luttringer, 201 West avenue . . . . Secretary
G. Kingsley, 22 Upton Park . . . . . Receiver

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 p.m.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
J. H. Fenwick . . . . . Receiver

101. ADVANCE; Creston. Iowa.
Meets every Monday at 7:30 p.m., in Firemen's Hall, 222 N. Pine street.
T. H. Miller, Box 385 . . . . . Master
A. C. McDuffie . . . . . Secretary
J. F. Bryan, L. Box 319 . . . . . Receiver

102. CONFIDENCE: East Des Moines, Iowa.
Meets alternate Sundays at 2 p.m., S. E. corner Sycamore and Sixth streets.
H. S. Hammer, Box 118 . . . . . Master
B. F. Broskie, Graffe House . . . . . Secretary
F. S. Payne, 610 S. E. Seventh street . . . . . Receiver

103. FALLS CITY; Louisville, Ky.
Meets every Thursday at 2 p.m., at Colgan's Hall.
H. Bloom, 1000 Tenth street . . . . . Master
C. H. Rae, 1242 Twelfth street . . . . Secretary
J. J. Lawson, 1329 Madison street . . . . . Receiver

104. "OLD KENTUCK;" Ludlow, Ky.
Meet at I. O. O. F. Hall, 1st and 3d Thursdays at 7 p.m.
J. E. Doran, 117 Freeman avenue, Cincinnati, Ohio, ... Master
H. G. Chrisinger, Box 76 . . . . . Secretary
M. J. Connelly, Box 3 . . . . . Receiver

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 p.m., in Engineers' Hall, Northside Main street.
R. H. Lacey, 249 E. Berrian street . . . Master
W. Heath, 425 E. Main street . . . . . Secretary
S D. Low, 917 S. Kellogg street . . . . . Receiver

106. KEY CITY; Dubuque, Iowa.
Meets over M. M.'s Office, 2d and 4th Sundays at 2 p.m.
E. J. Cummings, 1871 Washington st. . . Master
D. W. Mason, 420 High street . . . . Secretary
J P. Sandry, 162 High street . . . . . Receiver

107. ECLIPSE; Galion, Ohio.
Meets every Thursday at 7:30 p.m., in B. L. E. Hall, corner W. Main street and Public Square.
J. T. Mitchell . . . . . Master
E. W. Armor, Box 701 . . . . . Secretary
J. A. Farensworth, Box 283 . . . . . Receiver

108. PIONEER; Chama, New Mexico.
Meets in D. & R. G. Passenger Depot every Wednesday at 7:30 p.m.
H. Berndt, Box 17 . . . . . Master
W. Gordon, Box 20 . . . . . Secretary
J. C. McCabe, Box 8 . . . . . Receiver

Digitized by Google

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays at 7:30 p.m.
C. E. Amos, 2346 Mullamphy street . . . Master
W. M. White, 710 S. Broadway . . . . Secretary
J. L. Pate, 3117 Rutger street.....Receiver

110. OLD GUARD; Bucyrus, Ohio.
Meets every 2d and 4th Sundays at 2 p.m., in Engineers' Hall, corner Sandusky and Mansfield streets.
J. R. Gordon, L. Box 235 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary
E Stauffer.....Receiver

111. BEACON; Mattoon, Ill.
Meets in B. L. E. Hall, every Tuesday at 7:30 p.m.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright . . . . . Secretary
C. J. Singleton, Box 50.....Receiver

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Sundays at 6:30 p.m., in Masonic Hall.
S. R. Wild . . . . . Master
J. C. Branham . . . . . Secretary
E. F. Lynch ....Receiver

113. CLARKE-KIMBALL; Eagle Rock, Idaho.
Meets every Thursday at 7:30 p.m., in Engineers' Hall.
W. J. Ingling, Box 41 . . . . . Master
O. R. Goodale, Box 41 . . . . . Secretary
Tom Moore, Box 41.....Receiver

114. MAGIC CITY: Cheyenne, Wyoming.
Meets every Wednesday at 8 p.m.
J. A. Maxwell, Box 130 . . . . . Master
J. B. Lilly . . . . . Secretary
W. S. McGuire, Box 408.....Receiver

115. GULF CITY: Galveston, Texas.
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church street . . . Master
J. Killen, Post Office street, near 36th . Secretary
W. Powell, N. E. corner Thirty-ninth street and Broadway.....Receiver

116. ST. CLAIRE; Fort Gratiot, Mich.
Meets 1st and 3d Sundays.
M. D. Anderson . . . . . Master
W. Dinghall, Box 660, Port Huron, Mich. Secretary
E. Hubbard..... .....Receiver

117. BEAVER: London, Ontario.
Meets 2d Sunday at 2:30 p.m., and 4th Wednesday at 7:30 p.m.
R. Hornsby, 146 Clarence street . . . . Master
E. Chapman, 151 Clarence street . . . Secretary
S. T Fletcher, 221 Maitland street.....Receiver

118. STAR OF THE EAST: Richmond, Quebec.
Meets in Pierson's Hall Wednesdays at 7:30 p.m.
S. D. House . . . . . Master
G. A. Pearson, Richmond Station . . . Secretary
J. Dumont, Richmond Station..... Receiver

119. COLONIAL: River du Loup, Quebec.
Meets every Wednesday at 8 p.m.
G. Findlay, Hadlow Cove, S. Quebec . . Master
L. D. Poulin, I. C. Ry Station . . . Secretary
W. Carmichael, I, C. R'y Station.....Receiver

120. FORTUNE: Syracuse, N. Y.
Meet every Tuesday at 7:30 p.m., in C. M. B. A. Hall.
E. F. McNulty, 2 Wall street . . . . Master
W. B. Church, 2 Grace street . . . . . Secretary
L. G. Rousson, 58 GertrudeSt.....Receiver

121. FELLOWSHIP: Corning, New York.
Meets 1st and 3d Sundays at 3 p.m. in K. of H. Hall.
J. L. Krebs . . . . . Master
F. E. Hanmer . . . . . Secretary
W. H. Smith .....Receiver

122. H. B. STONE: Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
H. Henson, Box 397 . . . . . Secretary
J. W. Flickwir, Box 71..... ..... Receiver

123. OVERLAND: Omaha, Neb.
Meets every Wednesday at 7 p.m.
L. H. Winslow, 315 N. 14th street . . . . Master
E. W. Carpenter, 625 Pierce street . . Secretary
J. B. Fair, 912 S. Twelfth street.....Recciver

124. PILOT: Perry, Iowa.
Meets 2d and 4th Sundays.
H. Draper . . . . . Master
T. Quinn, Box 585 . . . . . Secretary
H. A. Draper.....Receiver

125. GUIDE: Marshalltown, Iowa.
Meets 2d and 4th Sundays at 1:30 p.m.
J. M. Speers . . . . . Master
F. G. Stewart . . . . . Secretary
M. Kelleher.....Receiver

126. COMET, Austin, Minn.
Meets at 102 Main street, 2d and 4th Sundays at 3 p.m.
P. F. McNamara . . . . . Master
Aug. Oleson . . . . . Secretary
Aug. Olson.....Receiver

127. NORTHERN LIGHT: Winnepeg, Manitoba.
Meets 1st Wednesday and 3d Sunday.
J. Wellington, 218 Boss street . . . . . Master
J. Barnes, 184 Ross street . . . . . Secretary
J. G. Jonah, 226 McWilliams street.....Receiver

128. LANDMARK: Glendive, Montana.
Meets 1st and 3d Sundays at 2 p.m.
J. W. Clayton, Box 55 . . . . . Master
D. Sinclair, Box 55 . . . . . Secretary
S. E. Burns, Box 55.....Receiver

129. MINERAL KING: Escanaba, Mich.
Meets 2d and 4th Sundays at 2 p.m. in B. of L. E. Hall.
R. E. Gorham. Box 422 . . . . . Master
T. Faulkes . . . . . Secretary
J. S. Rogers, Box 601.....Receiver

130. GUIDING STAR: Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 p.m. in Engineers' hall.
C. S. McAuliff, West Milwaukee . . . . Master
P. F. Fox, 212 Detroit street . . . . . Secretary
Thomas Dwyer, 304 Van Buren street.....Receiver

131. GOLDEN RULE: Stevens Point, Wis.
Meets in Redfield's hall, 2d and 4th Sundays at 2:30 p.m., and 1st and 3d Fridays at 7 p.m.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
W. S. Collins.....Receiver

132. MARVIN HUGHITT: Eagle Grove, Iowa.
Meets in Howell's Hall, Broadway. Depot Block, 1st and 3d Sundays at 2:30 p.m.
J. H. Howell, Box 7 . . . . . Master
M. F. Murphy..... .....Secretary
W. J. Coleman, Box 7..... ..... Receiver

133. SPRAGUE: Sprague, Washington, Ter.
Meets in A. O. U. W. hall, 2d and 4th Sundays at 2 p.m.
J. Bruce . . . . . Master
W. G. Houghton . . . . . Secretary
Harry Trewick.....Receiver

134. EASTMAN: Farnham, Quebec.
Meet in Engineers' Hall, Passenger Depot, every Sunday at 4 p.m.
H. E. Rodgers . . . . . Master
H. E. Cowen . . . . . Secretary
E. W. Gibson.....Receiver

135. NEW YEAR: El Paso, Texas.
Meet in B. of L. F. hall every Tuesday at 7 p.m.
H. S. Sheeler, L. Box 184 . . . . . Master
F. E. Smith, L. Box 184 . . . . . Secretary
C. McArthur, Lock Box 184.....Receiver

136. J. SCOTT: Port Hope, Ontario.
Meet north side Wilton street, two doors west of Mechanic Institute, alternate Sundays at 2 p.m.
T. A. Pratt, Box 166 . . . . . Master
G. A. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 166.....Receiver

Digitized by Google

137. Protection: Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 p.m. in K. P. Hall.
Louis Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
A. Shunterman . . . . . Receiver

138. UNION: Freeport, Ill.
Meet in A. O. V. F. Hall, 2d and 4th Sundays at 2 p.m.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
W. G. Powell . . . . . Receiver

139. MT. WHITNEY: Tulare, Cal.
Meets every Sunday at 2 p.m.
H. E. Treadwell . . . . . Master
S. M. Storer . . . . . Secretary
G. W. Carter, ... Receiver

140. MOUNT OURAY: Salida, Colo.
Meets every Monday at 7:30 p. m. in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary
C. C. Warman, Lock Box 599 . . . . . Receiver

141. A. G. PORTER: Fort Wayne, Ind.
Meets at 140 Calhoun street. every Wednesday at 7:30 p.m.
C. M. Lewis, 92 Dawson street . . . . . Master
H. Westerman, 283 Webster street . . Secretary
J. J. Fox, 21 Hamilton street . . . . . Receiver

142. C. R. WHIPPLE: Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 p.m., and 2d and 4th Thursday at 7:30 p. m. at Engineers' Hall, 445 St. Clair street.
J. M. Gorman, 40 Middle street . . . . . Master
L. H. Heeman, 130 Segur avenue . . . Secretary
G. W. Nesper, 420 Broadway. . . . . Receiver

143. E. C. FELLOWS: West Oakland, Cal.
Meets in Odd Fellows' Hall, corner 11th and Franklin streets, Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 831 Campbell street . . . Master
J. W. Littlejohn, Berkeley .Alameda Co., Cal . . . . . Secretary
F. B. Hall, 1011 Pine street . . . . . Receiver

144. SUGAR LOAF: Campbellton, New Brunswick.
Meets 1st Saturday at 8 p.m. and 3d Sunday at 1 p.m. in Patterson's Hall, I. C. R. Depot.
J. Devereaux . . . . . Master
E. Kean . . . . . Secretary
W. Bastin, Box 459 . . . . . Receiver

145. DAVY CROCKETT: San Antonio, Texas.
Meets in K. P. Hall every Thursday at 2 p.m.
J. Sullivan. 1110 avenue D . . . . . Master
J. S. Doan, 517 Ave B . . . . . Secretary
H. M. Brown, 818 Avenue D . . . . . Receiver

146. BAYOU CITY: Houston, Texas.
L. McAuliff, 37 Houston avenue . . . . . Master
H. H. Daniels, T. & N. O. Shops . . . Secretary
M. D Homan, 27 Providence street . . . . . Receiver

147. MIDLAND: Temple, Texas.
Meet in K. P. Hall every Sunday at 3 p.m.
J. M. Russ . . . . . Master
J. Welsh . . . . . Secretary
P. E. Cocoran . . . . . Receiver

148. SUNNY SOUTH: Tyler, Texas.
Meets every Friday at 7:30 p.m.
R. Voss . . . . . Master
M. Hogan . . . . . Secretary
J. McGough, Box 1342 . . . . . Receiver

149. JUST IN TIME: New York, N. Y.
Meets 2d and 4th Saturdays at 8 p.m., at 143 East 59th street.
F. C. Donigan, 170 Clinton street . . . . . Master
E. C. Prescott, 171 Court st., Brooklyn . Secretary
Sam Loasby, 2424 Eighth avenue . . . . . Receiver

150. S. M. STEVENS: Marquette, Mich,
Meets 2d and 4th Sundays at 2 p.m., corner Washington and 3d streets.
L. L. Hood, L. Box 217 . . . . . Master
J. Loftus . . . . . Secretary
A. Ellstrom, Box 112 . . . . . Receiver

151. MAPLE LEAF: Hamilton, Ontario.
Meet corner James and King William streets, 1st and 3d Sundays at 2:30 p.m,
W. Brougton, 18 Inchbury street. So. . . . . Master
J. McColl, 7 Crook street . . . . . Secretary
J. D. Mills. 98 Strachan street, E. . . . . Receiver

152. DUNLAP: Wells, Minn.
Meets every Sunday at 3 p.m.
C. Ellingson, Box 60 . . . . . Master
L. Trusdale . . . . . Secretary
W. A. Searles . . . . . Receiver

153. H. C. LORD: Fort Scott, Kansas,
Meets in I. O. O. F. Hall on Scott avenue 1st and 3d Sundays at 3 p.m.
J. Haggart . . . . . Master
J. J. Lynch . . . . . Secretary
G. K Bates, Box 310 . . . . . Receiver

154. McKEEN: Ottawa, Kansas.
Meets in K. P. Hall on 2d and 4th Sundays at 2 p.m.
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
G. L. Northup . . . . . Receiver

155. TEXAS BELLE: Greenville, Texas.
Meets every Friday at 73:0 p.m.
J. W. Corn, L. Box 164 . . . . . Master
E. H. Sims, L. Box 164 . . . . . Secretary
L. Ryan, Lock Box 9 . . . . . Receiver

156. NECHES: Palestine, Texas.
Meets every Saturday at 7:30 p,m.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe . . . . . Secretary
T. M. Motter . . . . . Receiver

157. ECHO: Peru, Ind.
Meets every Sunday at 7 p.m. over Geves' drug store, Broadway.
S. McFarland . . . . . Master
H. P. Mathews . . . . . Secretary
T. A. Wade, Box 336 . . . . . Receiver

158. STANDARD: Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 p.m., at No. 47 Monroe avenue, up-stairs.
T. Broughton, 432 Mullett street . . . . . Master
A. Doan, W. Detroit, Mich . . . . . Secretary
J. Nopper, Adrian, Mich . . . . . Receiver

159. W. H. THOMAS; Nashville, Tenn.
Meets every Saturday at 7:30 p.m., corner Union and Summer streets.
J. Dwyer, corner McLemore and Cedar streets . . . . . Master
E. P. Bishop, 69 S. Union street . . . . Secretary
E. P. Bishop, Jr., 69 S. Union street . . . . Receiver

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays at 2 p.m.
W. J. Torrance, 413 William street . . . Master
W. Winder, 1206 Walnut street . . . . Secretary
A. J. Warner, 710 Upper Fifth street . . . . Receier

161. HERALD; Burlington, Iowa.
A. L. Crew, 318 South street . . . . . Master
C. E. Turner, C., B. & Q. Round House. . . . . Secretary
J. D. Hawksworth, 1003 Madison street . Receiver

162. PROSPECT; Elkhart, Ind.
Meets 505 Main street 1st Sunday at 2 p.m. and every Wednesday at 7 p.m.
C. E. Wear . . . . . Master
W. Primley. . . . . Secretary
P. A. Hamilton . . . . . Receiver

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 p.m., in Masonic Hall.
J. J. Meehan, L Box 56 . . . . . Master
D. B. Rathfon . . . . . Secretary
D. B. Rathfon . . . . . Receiver

164. EEL RIVER, Butler, Ind.
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
John Derck, Box 202 . . . . . Receiver

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Sunday at 2 p.m.
H. Hines . . . . . Master
W. H. Daily . . . . . Secretary
F. M. Fischer . . . . . Receiver

Digitized by Google

166. WM. HUGO; Huntington, Ind.
J. R. Dickinson, Box 682 . . . . . Master
C. Butler, Box 651 . . . . . Secretary
C. E. Wymon, Box 499 . . . . . Receiver

167. MOUNT HOOD: The Dalles, Oregon.
Meets at I. O. O. F. Hall every Monday at 7 p.m.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
John Belot . . . . . Receiver

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays and 2d and 4th Mondays at 7:30 p.m.
C. W. Greene, Box 355, Portage City Wis . . . . . Master
G. Hiscox, 713 Caledonia street . . . . Secretary
Walt Karch, Box 354, Portage City, Wis. . . . . Receiver

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad street.
D. F. Potter. . . . . Master
J. E. Beach, Drawer 1333 . . . . . Secretary
A. H. Spencer, Box 1015 . . . . . Receiver

170. PRAIRIE; Huron, Dakota.
Meets 2d and 4th Sundays at 3 p.m.
J. Marn. . . . . Master
L. L. Neibling . . . . . Secretary
C. H. Bonesteel . . . . . Receiver

171. SUNBEAM; Truro, Novia Scotia.
Meets 2d and 4th Thursdays.
F. Geddes. . . . . Master
D. W. Duncan . . . . . Secretary
T. W. Turner, Rochesterville P.O. . . . . Receiver

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays at 2 p.m., in Manchester Block.
J. G. Armstrong, Richmond Road . . . . Master
. . . . . Secretary

173. PACIFIC; Winslow, Arizona.
Meets every Sunday evening.
J. E. Richter . . . . . Master
H. Heide . . . . . Secretary
R. C. Brockie . . . . . Receiver

174. HARRISBURG; Harrisburg, Pa.
Meets at 305 Broad street 2d and 4th Sundays at 1 p.m.
R. J. Seitz, 1616 Ridge Road . . . . . Master
H. O. Motter. 1208 Ridge avenue . . . . . Secret ry
Rush Gramm. 13 o Market srreet . . . . . Receiver

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 p.m., in Crane's Hall.
F. M. Howard . . . . . Master
J. Adkins, Box C. . . . . Secretary
J. Adkins . . . . . Receiver

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays at 2 p.m.
A. G. Turlay, Box 41 . . . . . Master
C. H. Potter, Box 41 . . . . . Secretary
W. F. Gorman, Box 295 . . . . . Receiver

177. SUNSET; Marshall, Texas.
Meets every Thursday at 7 p.m.
W. Kane, Box 184 . . . . . Master
G. M. Lovett, Box 184 . . . . . Secretary
W. F. Gun, Box 184 . . . . . Receiver

178. SALT LAKE; Salt Lake City, Utah.
Meets over Desert National Bank, corner 1st and Main streets, every Monday at 7:30 p.m.
J. C. Dunton, Box 586 . . . . . Master
E. Shinn, 448 3 West South street . . Secretary
P. T. Tibbs, 146 S. Third W. Street . . . . . Receiver

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. Hall 2d and 4th Sundays at 3 p.m.
James Robinson, 730 N. 10th street . . . Master
J. E. Gardner, corner 9th and U streets . . . . . Secretary
L. Reem, L. Box 709 . . . . . Receiver

180. THREE STATES, Cairo, Ill.
Meets every Sunday at 2:30 p.m.
M. S. Egan . . . . . Master
John Grundy . . . . . Secretary
Chas. Hewitt, C. V. & C. R. R. . . . . Receiver

181. WELLINGTON, Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 p.m.
W. Gregg. . . . . Master
D. J. Nicoll . . . . . Secretary
James Nicholson . . . . . Receiver

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl street.
T. F. Judge, 18 Hickory street . . . . Master
G. W. Welch, 414 W. 17th street . . . . Secretary
T. F. Judge, 18 Hickory street . . . . . Receiver

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursdays at 1:30 p.m., in Engineer's Hall.
J. M. Gaines, Box 152. . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
C. R. Bosworth, Box 157 . . . . . Receiver

184. LIMA; Lima, Ohio.
Meets at 1 p.m. 2d snd 4th Sundays, in Fitz' Block, 3d floor.
P. A. Branson, Box 808. . . . . Master
W. J. Dunn . . . . . Secretary
B. Meyers, Box 358 . . . . . Receiver

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 p.m.
Sam Welch . . . . . Master
A. E. Roebuck . . . . . Secretary
J. H. Kuhns . . . . . Receiver

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's Hall, 3934 State street, 1st and 3d Sundays at 2 p.m.
G. A. Updegraff, 3211 Hanover street . . Master
W. H. Smith, 4228 Wentworth avenue, Secretary
G. H. Mitchell, 2245 Wentworth Ave. . . . . Receiver

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays at 2:30 p.m.
L. H. Linn, Box 402 . . . . . Master
H. Douglas. . . . . Secretary
C. L Pugh . . . . . Receiver

188. S. S. MERRILL, Chicago, Ill.
Meets 786 W. Lake street, 2d and 4th Sundays at 2:30 p.m.
J. K. Doherty, 156 Northwestern avenue . Master
E. P. Tobias . . . . . Secretary
H. Price, 1019 A. Fulton street . . . . . Receiver

189. BALDWIN; Ft. Howard, Wis.
Meets in Nau's Block, Green Bay, Wis., every Sunday at 3 p.m.
C. Sharkey, Green Bay, Wis . . . . . Master
R. H. Thompson. . . . . Secretary
Jerry Wood . . . . . Receiver

190. FERGUSON; Mitchell, Dakota.
Meets 1st and 3d Sundays.
W. M. Smith . . . . . Master
W. S. Crandell, Box 84. . . . . Secretary
D. C. Lewis . . . . . Receiver

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7 p.m.
P. Sorenson . . . . . Master
W. O'Neil . . . . . Secretary
H. K. Mayhew, Bozeman, Montana . . . . . Receiver

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays.
C. W. Tullis. . . . . Master
R A. Rhea. . . . . Secretary
F. H. Andrews . . . . . Receiver

193. J. B. MAYNARD; Albina, Oregon.
Meets 2d and 4th Sundays at 2:30 p.m.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver

194. BONANZA; Missoula, Montana.
Meets 1st and 3d Sundays.
T. P. O'Rourke . . . . . Master
C. H. Marsh . . . . . Secretary
Charles Ireland . . . . . Receiver

Digitized by Google

195. RE-ECHO; Shoshone, Idaho.
Meets in Stevens' Hall, corner Rail and Walnut streets, every Thursday at 7:30 p.m.
D. M. Hill, Box 98.....Master
C. R. Goss, Box 55,.....Secretary
F. W. Weishaar, Box 55.....Receiver

196. CLOUD CITY; Leadville, Colo.
Meets in Haven & Beman's Block every Friday at 7:30 p.m.
E. G. Haskins, Box 330.....Master
L. C. Cooper, Box 300.....Secretary
J. D. Rice, Box 330..... Receiver

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sundays at 2 p.m.
P. J. Donovan.....Master
I. M. Hurless.....Secretary
C. Latham, Box 446.....Receiver

198. MAPLE CITY; Norwalk, Ohio.
Meets in K. P. Hall 1st and 3d Sundays at 2 p.m.
T. H. Sheppard,.....Master
F. P. Mitchell.....Secretary
E. E. Bishop .....Receiver

199. MAHONING; Youngstown, Ohio.
J. Reynolds, 21 Emily street.....Master
J. B. Mawby.....Secretary
C. Stanfield.....Receiver

200. GREAT SOUTHERN: Meridian, Miss.
Meets on Front street every Monday at 7:30 p.m.
D. McBee.....Master
L. H. Stanton.....Secretary
W. Fulcher, Box 210.....Receiver

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st Wednesday and 3d Thursday at 7 p.m.
W. R. Ruffin.....Master
D. W. Shea.....Secretary
J. D Bledsoe.....Receiver

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Snnday afternoon and 3d Monday eve.
R. Basin, Box 1231,.....Master
A. E. Maunsell, Box 1231.....Secretary
Frank Willis, Box 1231.....Receiver

203. GARFIELD: Garrett, Ind.
Meets every Friday at 7 p.m.
W. F. Moughler, Box 244.....Master
W. A. Reid.....Secretary
W. E. Starrs.....Receiver

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday at 7:30 p.m.
S. A. Smith, Box 55.....Master
J. C. Sharp, Box 71, East Las Vegas.....Secretary
J. C. Sharp, Box 49, East Las Vegas.....Receiver

205. FLOWER OF THE WEST, Topeka, Kansas.
Meets 2d and 4th Sundays in A. O. U. W. Hall.
G. Atherton, 53 So. Kline street.....Master
W. L. Johnson, 45 Adams street.....Secretary
J. R. Musselman, Box 51.....Receiver

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesdays.
T. S. Taylor.....Master
W. B. Delo.....Secretary
F. A. Law.....Receiver

208. KEYSTONE; Susquehanna, Pa.
Meets in Doran's Block, Main street, alternate Tuesdays and Saturdays.
C. A. Allen.....Master
J. J. Lannan, Box 131.....Secretary
C. Anderson, Box 337.....Receiver

209. SARATOGA; Whitehall, N. Y.
Meets in Arked Building,
D. Dorcal.....Master
L. J. Lortie.....Secretary
Thomas Dorcall.....Receiver

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays at 7:30 p.m.
J. E. Van Vranken, Box 497.....Master
C. R. Weeks, Box 497 .....Secretary
T. Smith, Box 497.....Receiver

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays at 2 p.m.
J. S. Smith, 912 Wilkesbarre street.....Master
S. F. Milheim, 436 Center street.....Secretary
A. J. Mickley, 725 Berwick street.....Receiver

212. EMPIRE; Watertown, N. Y.
Meets 2d Monday at 7 p.m. and 4th Sunday at 2 p.m., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect street.....Master
T. H. Lynch, 52 Stone street.....Secretary
T. H. Lynch, 52 Stone street.....Receiver

213. WEST SHORE; Frankfort, N. Y.
Meets every Monday at 7:30 p.m., in Upton Hall.
R. G. Gifford, 21 Gatchel street, E. Buffalo.....Master
J. Zollner, E. Syracuse.....Secretary
M. E. Stafford, 282 Burnet avenue, Syracuse, N. Y.....Receiver

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays at 2 p.m., at 75 Linden avenue.
G. L. Wilson, 1423 Maryland avenue.....Master
B. E. Wilhelm, 507 Bloom street.....Secretary
J. W. D. Bowen, 315 E. Biddle street.....Receiver

215. EAST ALBANY; East Albany, N. Y.
Meets in Engineer's Hall 2d and 4th Sundays.
Harry Stearns, F. R. R. engine house.....Master
F. S. Moore, 115 Myrtle street .....Secretary
C. P. Lowell, Pine street, between First and Second streets..... .....Receiver

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sundays at 2:30 p.m., at 129 Main street.
Harry Stearns, 44 Laurel street.....Master
F. S. Moore, 115 Myrtle street.....Secretary
H. L. Case, 26 South street.....Receiver

217. DERRICK; Oil City, Pa.
Meets 2d Tuesday and 4th Wednesday, in G. A. R. Hall, Center street.
J. Jefferson.....Master
.....Secretary
F. Sleeper, Box 94.....Receiver

219. SMOKY CITY; Allegheny, Pa.
Meets every Friday at 7:30 p.m., corner Bidwell and Pennsylvania avenue.
R. Beeson, 271 Franklin street .....Master
W. A. Walker, 215 Bidwell street.....Secretary
L. J. Sweeney, 189 Adams street.....Receiver

220. PROVIDENT; Sunbury, Pa.
Meets in Cooper's Hall, 1st and 3d Sundays at 1 p.m.
H. Buck.....Master
E. R. Bright.....Secretary
C. C. Bowen, 1123 Wallace street, Harrisburg, Pa.....Receiver

221. HURON; Point Edward, Ontario.
Meets in I.O.O.F. Hall, 2d and 4th Tuesdays at 8. p.m.
J. Cain, L. Box 60.....Master
H. J. Carruthers, L. Box 60.....Secretary
E. J. Everett, Box A.....Receiver

222. WEBSTER; Fort Dodge, Iowa.
Meets 1st and 3d Sundays at 2 p.m.
C. W. Gardner, Box 738.....Master
F. Crockett .....Secretary
C. W. Gardner.....Receiver

223. ASHLAND; Lexington, Ky.
Meet in I.O.O.F. Hall 1st and 3d Thursdays at 7:30 p.m.
H. M. Chandler, C. & O. R. R. Shops.....Master
G. F. Little, Box 389, Paris, Ky.....Secretary
J. H. Gavins, 46 Drake street.....Receiver

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at3 p.m. at Masonic Hall
E. E. Nutting.....Master
A. Vogel, Box 367.....Secretary
A. Vogel, Box 367.....Receiver

225. SUPERIOR; Fort William, Ontario.
Meets 1st Monday at 8 p.m. and 2d Tuesday at 3 p. m.
T. L. Drummond, Neebring, Ontario.....Master
H. Poole, Neebring, Ont..... .....Secretary
Burt Wheatley, Neebring, Ont.....Receiver

Digitized by Google

226. MAGNOLIA, Corsicana, Texas.
Meets 2d and 4th Sundays at 1:30 p.m., corner Collin and Hardy streets.
L. C. Overhiser ..... Master
W. M. Nicol, L. Box 230 ..... Secretary
W. M. Nicol, L. Box 230 ..... Receiver

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango street.
J. W. Spence, 33 Eldridge street ..... Master
Theo. Haskins, 43 Munsell street ..... Secretary
F. W. Parsons, 27 Lion street ..... Receiver

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 p.m.
S. M. Travis, 716 Adams avenue ..... Master
F. E. Beech, 262 Bleeker street ..... Secretary
J. O. Bayley, 613 E. Market street ..... Receiver

229. RICKARD; Utica, N. Y.
Meet at 2 p.m. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker street ..... Master
A. R. Kough, 1235 Harrison street ..... Secretary
A. E. Pease, 76 Main street ..... Receiver

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d, and 5th Mondays at 7:30 p.m. at 206 Washington avenue.
G. W. Gilkerson, 38 Knox street ..... Master
G. M. Jeffers, 36 Ontario street ..... Secretary
G. H. Jeffers, 36 Ontario street ..... Receiver

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2 p.m. at 501 Market street.
W. Maguire, 608 Poplar street ..... Master
J. B. Cash, 3218 Haverford avenue, Philadelphia, Pa ..... Secretary
F. D. Mount, 119 Market street ..... Receiver

232. LUCKY THOUGHT: Middletown, N. Y.
Meets 2d and 4th Sundays at 1 p.m. and 3d Friday at 7 p.m.
F. Pollison ..... Master
W. H. Tidaback ..... Secretary
H. McEwen, Box 1431 ..... Receiver

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets in No. 3 Engine Room, corner Main and Foundry streets
G. W. Anderson ..... Master
F. Probert ..... Secretary
R. H. Coggan ..... Receiver

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays at 2:30 p.m., in B. of L. F. Hall, Main street.
J. Fallon, 146 Main street ..... Master
W. J. Thurlow, 119 Main street ..... Secretary
H. G. Reid, Victoria avenue ..... Receiver

235. THREE BROTHERS; Pittsburgh, Pa.
Meet corner 26th street and Penn avenue every Sunday at 2 p.m.
J. B. Barney, 9 Mayflower street, East Pittsburg, Pa ..... Master
J. W. Walker, 2903, Penn avenue ..... Secretary
R. O. Ferren, 2903 Penn avenue ..... Receiver

236. HINTON; Hinton, W. Va.
Meet 1st and 3d Wednesdays at 1 p.m. and 2d and 4th Sundays at 7 p.m
J. Forline ..... Master
W. A. Callahan ..... Secretary
J. R. Nutty, Box 156 ..... Receiver

237. CENTRAL PARK; Central Park, Ill.
Meet in Tilden School House 1st and 3d Sundays at 10 a.m.
B. Dean ..... Master
M. J. O. L. Kennedy, 226 N. Wood St., Chicago, Ill. ..... Secretary
Thad. Chew ..... Receiver

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 p.m.
H. B. Drulard ..... Master
W. Brust ..... Secretary
H. C. Kehlman ..... Receiver

239. BUCKEYE; Delaware, Ohio.
Meets corner Sandusky and Central avenue 2d and 4th Sundays at 1 p.m.
F. L. Volk, Box 782 ..... Master
A. R. Edington, Box 534 ..... Secretary
D. Lentz, Box 534 ..... Receiver

240. GILBERT; Jackson, Mich.
Meets every alternate Sundays at 2 p.m.
G. Hastings, corner Orange and Grove streets ..... Master
J. H. Bentley, 116 Cortland street ..... Secretary
Darr Benn, 435 N. Blackstone street ..... Receiver

241. MOUNTAIN CITY; Hazleton, Pa.
Meet in Liberty Hall 2d and 4th Sundays at 1:30 p.m.
J. Barager ..... Master
D. J. McGinley ..... Secretary
P. C. Haggerty, Box 300 ..... Receiver

242. WHEATON: Elmira, N. Y.
Meet at Ry. Y.M.C.A. Building 1st and 3d Sundays at 2 p.m.
E. S. Smith, Southport, N. Y. ..... Master
E. B. Detrick, Blyly House ..... Secretary
J. H. Bartholomew, 108 Ferris street ..... Receiver

243. J. H. SELBY; Bonham, Texas.
Meet in Odd-Fellows Hall every Sunday at 7 p.m.
J. L. Ison ..... Master
W. F. Rowe ..... Secretary
Ed. Harvey ..... Receiver

244. T. P. O'ROURKE; Chicago, Ill.
Meet 490 South Union street 1st Tuesday at 8 p.m. and 3d Sunday at 2:30 p.m.
C. Naylor, 97 Stewart avenue ..... Master
J. B. F. Good, 1172 Fillmore street ..... Secretary
N. E. Nare, 19 O'Brien street ..... Receiver

245. GEORGIA; Savannah, Ga.
Meet corner Whitaker and Broughton streets every Thursday at 7:30 p.m.
J. W. Hooks, 117 1-2 Bernard street ..... Master
A. Hutton, 117 1-2 Bernard street ..... Secretary
W. L. Ward, cor Tatnall and Huntington streets ..... Receiver

246. MACON; Macon, Ga.
Meets on 1st, 10th and 20th at 7:30 p.m. over M. & W. Freight House.
W. T. Roughton, 345 Fourth street ..... Master
J. H. Strickland, 345 Fourth street ..... Secretary
N. S. Outler, 26 and 28 E. Alabama St. ..... Receiver

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 p.m.
H. F. Waters, 316 Rawson street ..... Master
B. H. Childs, E., T.V. & G.R.R. Shops ..... Secretary
J. M. Baird, W. & A. R. R. Shops ..... Receiver

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays at G.A.R. hall.
E. N. Packard ..... Master
C. S. Ellinwood ..... Secretary
C. E. Hollis, Box 287 ..... Receiver

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 p.m.
O. J. Austin, Judd, Cook County, Ill. ..... Master
J. O. Mason, Judd, Cook County, Ill. ..... Secretary
L. McKee, Judd, Cook Co ..... Receiver

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays at 2 p.m., at Mechanics' Hall.
R. H. Diggory, Kingston, Pa ..... Master
F. O'Donnell, Ashley, Pa ..... Secretary
Chas. Van Why, Ashley, Pa ..... Receiver

251. LEHIGH; Mauch Chunk, Pa.
Meets 1st and 3d Sundays at 2 p.m., at Oak Hall, Broad street.
J. F. Meyers ..... Master
L. Wildoner ..... Secretary
C. Roberts, Box 275 ..... Receiver

252. COLUMBIA; Columbia, Pa.
Meets in Fendrich's Hall 2d and 4th Sundays at 1 p.m.
S. H. Musser ..... Master
H. G. Klugh ..... Secretary
M. M. Hinkle ..... Receiver

Digitized by Google

253. TRENTON; Trenton, N. J.
Meets 24 E. State st. 1st and 3d Sundays at 2 p.m.
H. B. Eldridge, 21 Walnut avenue.....Master
R. Stackhouse, 697 Broad street, Chambersburg, N. J.....Secretary
F. P. Parsons, 18 Sanford street.....Receiver

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays at 2 p.m.
I. C. Perrin, Box 34.....Master
E. C. Connor, Box 157.....Secretary
Thos. Sheen, Box 25.....Receiver

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232.....Master
Wm. Keefe, Box 102.....Secretary
S. H. Heard, Box 235.....Receiver

256. HIGH LINE; Como, Col.
Meets at Mc Farlan Hall every Thursday at 7:30.
C. Armstrong.....Master
G. W. McAleer.....Secretary
M. D. Finn.....Receiver

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday at 2 p.m.
A. McCready.....Master
W. S. Kessler.....Secretary
James McPherson.....Receiver

258. RENO; Nickerson, Kansas.
Meets every Wednesday at 7 p.m. in Odd Fellows Hall.
M. Norton, Box 264.....Master
A. S. Ritenour.....Secretary
E. A. Leighty.....Receiver

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday at 7:30 p.m.
F Bradbury, Box 51.....Master
G. W. Runnels, Box 133.....Secretary
Walt Averill.....Receiver

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 p.m., in Red Men's Hall, Masonic building, 6th and K streets
J. Cummings, Box 107.....Master
J. A. Baker, Box 122.....Secretary
G. E. Hanford, Box 107.....Receiver

261. MAGDALENA; San Marcial, Mexico.
Meets in B. L. E. Hall 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Worrell, Box 41.....Master
W. L. Ewing, Box 75.....Secretary
W. Taylor.....Receiver

262. QUEEN CITY; West Toronto Junct., Ont.
Meets alternate Saturdays at 7:30 p.m.
W. Hyndman.....Master
A. Madden.....Secretary
A. E. Stewart.....Receiver

263. ALAMO; Taylor, Texas.
Meets every Wednesday at 8 p.m.
A. E. Hayden, Box 10.....Master
G. W. Spangler.....Secretary
A. E. Aikman.....Receiver

264. J. K. KILBREATH; Butte City, Montana.
Meets in Cobban Hall every Thursday at 8 p.m,
M. W. Fitzgerald, South Butte, Mon.....Master
J. Byrne, Box 4, South Butte, Mon.....Secretary
C. H. DeCamp, South Butte, Mont.....Receiver

265. GRAND RIVER; Grand Rapids, Mich.
Meets 1st and 3d Sundays at 2:30 p.m., in O. F. Hall.
E. Decker, 611 S. Division street.....Master
A. E. Geary, 525 S. Division street.....Secretary
J. Kitselman, 5 Olive street.....Receiver

266. JOHN HICKEY; South Kaukauna, Wis.
Meets 2d and 4th Sundays
T. Hayes.....Master
P. H. Ryan.....Secretary
J. E. Moquin.....Receiver

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 p.m., at St. Charles Hall, on Patterson street.
B. R. Bliss, care J. B. Fink.....Master
A. H. Flynn, 87 Pacific avenue.....Secretary
J. C. Domer, 115 Pacific avenue.....Receiver

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 p.m.
D. V. Cahill, 220 Montgomery avenue.....Master
E. Gantt, 25 Hooke street.....Secretary
T. O'Leary, 52 McCreary St., cor. Hines, Nashville, Tenn.....Receiver

269. O. K.; Cincinnati, Ohio.
Meets N. W. 8th and Freeman streets 1st and 3d Sunday evenings of each month.
F. O. Miller, 42 Hathaway street.....Master
R. E. McKenzie, 151 Baymiller street.....Secretary
D. P. Keegan, 439 Richmond street.....Receiver

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday at 2 p.m. and 3d Saturday at 7:30 p.m., corner Franklin and Bloomington avenue, So.
S. B. Thompson, 2216 Cedar avenue, S.....Master
W. L. Higbee, 2213 Snelling avenue.....Secretary
J. D. Sharrah, 1901 Third street, S.....Receiver

271. BYRAM; Stanhope, N. J.
Meets at Drake's Hall 1st and 3d Sundays, South Stanhope.
Wm. Weiler, Box 25, Port Morris, N. J.....Master
R. A. Trezise, Box 30, Port Morris.....Secretary
T. F. Burtt, Box 86, Port Morris, N. J...Receiver

272. WILSON; Junction, N. J.
Meets at Well's Hall, Main street, 1st and 3d Sundays at 1 p.m
J. Osman.....Master
G. B. Weiler.....Secretary
F. Maxwell.....Receiver

273. DENVER; Denver, Colo.
Meet every Monday at 7:30 p. m.
R. M. Huntington, 549 Santa Fe street.....Master
G. M. Wilson, 416 S. 9th street.....Secretary
G. Smith, 208 Thirteenth street.....Receiver

274. JACKSON; Clifton Forge, Va.
Meets every Sunday at 10 a.m.
J. W. Myers.....Master
B. H. Thomas.....Secretary
E. B. Englert.....Receiver

275. LEE; RICHMOND; Richmond, Va.
Meets 1st and 3d Sundays at 1:30 p.m., in Thoms' Hall, corner 17th and Main streets,
C. W. Jenkins, Carrington st., Crow Hill...Master
W. A. Demaine, N. N. & M. V. Round House.....Secretary
J. W. Clowes, N. N. & M. V. Round House.....Receiver

276. GRAFTON; Grafton, W. Va.
Meets in Odd Fellows' Hall every Sunday at 2 p.m.
E. Dixon.....Master
J. E. Conners.....Secretary
A. B. Enoch.....Receiver

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 p.m.
H. C. Moore.....Master
W. Cole.....Secretary
R. H. McCarty.....Receiver

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 p.m.
W. Wright, L. Box 482.....Master
M. E. Murphy, L. Box 482.....Secretary
W. Wright, L. Box 482.....Receiver

279. METEOR; McComb City, Miss.
Meets 1st and 3d Sundays at 3 p.m, in Odd Fellows' Hall.
S. Q. Ford.....Master
A. W. Jennings.....Secretary
Wm. McIntyre.....Receiver

280. OZARK; Thayer, Mo,
Meets in Sachre's hall, 2d and 4th Sundays at 9 a.m. and 1st and 3d Sundays at 7 p.m.
H. Lohnes.....Master
J. A. Atyeo.....Secretary
C. P. Countryman.....Receiver

281. TUNNEL HILL; New Albany, Ind.
Meets in Hedden's Hall. 1st and 3d Sundays at 2 p.m.
W. C. Brown.....Master
E. P. Reeves.....Secretary
Charles Sinex.....Receiv

Digitized by Google

282. BUSNSIDE: Mt. Carmel, Ill.
Meets on Main, between 3d and 4th streets every Sunday at 2 p.m,
Bert Launt ..... Master
C. Minniear ..... Secretary
W. H. Kern ..... Receiver

283. LACKAWANNA: Great Bend, Pa.
Meets 1st and 3d Saturdays at 8 p.m. n Red Men's Hall, Day's Block. Main street.
F. J. May, Hallstead, Pa ..... Master
J. F. McCormick, Hallstead, Pa ..... Secretary
H. P. Trowbridge, Halstead, Pa ..... Receiver

284. ELM CITY: New Haven, Conn.
Meets at Elk's Hall, 852 Chapel street, 1st Saturday at 8 p.m. and 3d Sunday at 2 p.m.
J. H, Hall, 186 Rosette street ..... Master
E. S. Alling, 88 Cedar street ..... Secretary
C. T. Downs, 1 3 Cedar street ..... Receiver

285. CHARTER OAK: Hartford, Conn.
Meets 2d and 4th Sundays of each month at 1:30 p.m. at 3 Pratt street.
W. W. Hosford, 15 Elm street ..... Master
Wm. Wyler. 9 Squire street ..... Secretary
H. L. Stearns, 4 Wooster street ..... Receiver

286. SAGINAW VALLEY, East Saginaw, Mich.
Meets in B. of L. E. Hall, corner Warren and Potter streets, 2d and 4th Sundays at 1:30 p.m.
F. Shinsky. L. Box 500 ..... Master
A. Fixel, 1214 Miller street ..... Secretary
C, L. Sterling, 701 N. Jefferson street ..... Receiver

287. ALTOONA: Altoona, Pa.
Meets in Otto's Hall, E. 12th street, between 8th and 9th avenue. every Sunday at 1 p.m.
W. E. Hammond, 1816 Union avenue ..... Master
J. F. Walls, 1117 17th street ..... Secretary
F. A. D vis, 1903 Union avenue ..... Receiver

288. EMMETT: Estherville, Iowa.
Meet in Masonic Hall 1st Sunday at 2 p.m. and 3d Monday at 7 p.m.
W. S. Davis, Box 80 ..... Master
F. T. Slayton, Box 121 ..... Secretary
George Godden, Box 76 ..... Receiver

289. GRAND ISLAND: Grand Island, NEB.
Meets 2d and 4th Sundays.
J. W. Allwine, L. Box 135 ..... Master
G. Morgan, Box 575 ..... Secretary
Wm. Edwards ..... Receiver

290. MARION: Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington street ..... Master
R. Tierney ..... Secretary
J. C. Shaw ..... Receiver

291. ATLANTIC: Brooklyn, N. Y.
Meets at Pythias Hall, corner Atlantic and Georgia avenues, East New York, N. Y. 2nd and 4th Saturdays at 8 p.m.
W. C. Latimer. 118 Hall street ..... Master
G. W. Bruno, East New York, N. Y. ..... Secretary
W. M. Valentine, E st N w York, N.Y. Receiver

292. MONUMENTAL: Balimore, Md.
Meets every Friday at 7:30 p.m. in Armstrong & Denny's Hall, corner Light and Montgomery streets.
J. W. Kelly ..... Master
S. E. Labarrer, 188 Scott street ..... Secretary
J. S. Norris, 143 Randall street ..... Receiver

293. LAFAYETTE: Philadelphia Pa.
Meets corner Frankfort Road and Sargent street 2d and 4th Sundays at 1 p.m.
J. J. Leahy, 2627 Fremont street ..... Master
W. J. Sharky. 2608 Somerset street ..... Secretary
D. J. Kilty, 2809 Edgemont street ..... Receiver

294. OHIO RIVER: Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 p.m., in Palmer's building, 3d avenue, between 8th and 9th streets.
O. G. Temple ..... Master
A. L. Jackson ..... Secretary
E. A. T. Watkins ..... Receiver

295. U. S.: Davenport, Ia.
Meets 1st and 3d Sundays of each month.
G. Dougherty, 314 W. Front street ..... Master
E. W. Mason, Room 6, Davis Block ..... Secretary
F. Daley, 320 W. Front street ..... Receiver

296. AT LAST; Knoxville, Tenn.
Meets every Saturday at 7 p.m., corner Gay and Clinch street.
J. P. Ford, 71 McGhee ..... Master
W. C. Goodner, 63 W. Depot ..... Secretary
S. A. Pressnell, 141 McGhee street ..... Receiver

297. CLARK; Jeffersonville, Ind.
J. Wilson, Box 392 ..... Master
L. Eggleston ..... Secretary
A. B. Chambers ..... Receiver

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau avenue, 1st and 3d Thursdays at 7:30 p.m.
G. Andrews, 2843 Market street ..... Master
H. C. Wheat, 1221 S. Compton avenue ..... Secretary
J. McCloskey, 1418 Joab street ..... Receiver

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 p.m.
M. Prescott ..... Master
C. H. Ridge, Box 87 ..... Secretary
N. D. Hoffm n ..... Receiver

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday at 2 p.m. and 3d Monday at 7 p.m., over First National Bank.
A. S. Hewitt, Box 834 ..... Master
H. J. Manney, Box 371 ..... Secretary
Jam s Whitby ..... Receiver

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 a m. and 3d Friday at 7 p.m. of each month in Engineer's hall.
S. J. Norris ..... Master
N. E. Aldrich ..... Secretary
W. M. Weeks ..... Receiver

302. YOUGHIOGHENY; Connellsville, Pa.
Meets at Reisinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231 ..... Master
C. A. Plante ..... Secretary
S. A. McPhee, Box 387 ..... Receiver

303. POST OAK; Hempstead, Texas.
Meets every Sunday at 3 p.m. in Masonic Hall.
J. E. Dehn ..... Master
W. A. Weir ..... Secretary
W. A. Weir ..... Receiver

304. THREE BRANCH; Argenta, Ark.
Meets every Sunday at 3 p.m.
F. H. Barrelle ..... Master
G. B. Yauch ..... Secretary
R. G. Curtis ..... Receiver

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Tex ..... Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M Cornelius, El Paso, Texas ..... Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
H. C. Kopke, El Paso, Texas ..... Receiver
care J. S Turner, M. M., M. C. R. R., Jimulco, Mexico.

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturday at 7:30 p.m., and 4th Sunday at 3 p.m. in K. of L. hall.
J. C. Muzzey, 8 Bowery avenue ..... Master
J. P. Callahan, 19 Pine street ..... Secretary
J m s Burbeck, 14 Prince street ..... Receiver

307. HAMDEN; Springfield, Mass.
Meet in Crescent Hall, 218 Main street, 1st and 3d Sun Jays.
F. E. Gates, 34 Patton street ..... Master
W. M. Butler, B. & A. Engine House. Secretary
C. A. Chapin, B. & A. R. R. ..... Receiver

308. BELLE HAVEN; Alexandria, Va.
E. B. Kemp ..... Master
W. M. Mansfield, 228 Duke street ..... Secretary
W. M. Mansfield ..... Receiver

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday. corner Vernon avenue and Ferry streets.
W. J Simon, Box 73, Schuetzen Park P. O, Long Island, N. Y ..... Master
J. W Brown, 145 Dupont st, Green Point L. I ..... Secretary
W. Carroll, Long Island City, N. Y. ..... Receiver

Digitized by Google

310. CHESTNUT RIDGE; Derry Station, Pa.
H C Martin ..... Master
Geo Wareham ..... Secretary
J O. Elder ..... Receiver

311. BELLE PLAINE; Belle Plaine, Ia.
R. Rippen ..... Master
J. C. Hanby, Box 228 ..... Secretary
C A. Howe ..... Receiver

312. BLUE VALLEY: Wymore, Neb.
M. Hefferman, Box 152 ..... Master
F R Swaney, Box 6 ..... Secretary
S. E. Fulton, Box 85 ..... Receiver

313. KAW VALLEY: Armourdale, Kansas.
Meets alternate Mondays at 7:30 p.m., in Mellville Hall.
M. S. Laughlin, Box 54 ..... Master
John Williams, Box 131, Armstrong, Kan ..... Secretary
John Donovin, Box 32, Armstrong, Kas. Receiver

314. MINERVA; New Castle, Pa.
Meets alternate Sundays in K of P. Hall.
E W. Shatto, Mahonington, Pa ..... Master
G. Lutton ..... Secretary
R. Russell ..... Receiver

315. TROY CITY; Green Island, N. Y.
W J Mattice ..... Master
W J. Murray ..... Secretary
H. R. Peach ..... Receiver

316. OMEGA; Buffalo, N. Y.
Meets every Saturday at 8 p.m at Siebert's Hall.
W. J. Daly, 768 S. Division street ..... Master
W. H. Walsh, 1903 Broadway ..... Secretary
R. O. Williams ..... Receiver

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays at 9:30 a.m. in Bland's Hall, 9th and Penn. streets.
E. Noonan, 638 N. 8th street ..... Master
W. A. Gordon, 836 Green street ..... Secretary
H. Drake, 604 N Tenth street ..... Receiver

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
R. H. Scott, Glenwood, 23d Ward ..... Master
J. F. Willis, Glenwood, 23d Ward ..... Secretary
W. J. McNanamy, Glenwood, 23d ward. Receiver

319. ORPHANS' HOPE; Dennison, Ohio.
Meets in Odd Fellows Hall every Tuesday evening.
T. E. Whitesides ..... Master
J H Rowland ..... Secretary
A. Eckfield ..... Receiver

320. DUNHAM; Martinsburg, W. Va.
Meets every Saturday at 7:30 p.m., in K. of P. Hall.
W. M. Johnson ..... Master
C. B. Crowell ..... Secretary
P. E. Cage ..... Receiver

321. SNOW DRIFT; Chaplean, Ont.
Meets every Sunday at B of L. F. Hall, over Osborne's store at 2 p.m.
A. Rathwell C. P. R. R ..... Master
W. J. Devlin, C. P. R. R. ..... Secretary
J. McAdams, C. P. R. R. ..... Receiver

322. WISSAHICKON; Philadelphia, Pa.
L. D. Woodington, 1939 N. Ninth street... Master
J. Haas, 2135 Darien street. ..... Secretary
I. S. Stearly, 923 Mt Vernon street. ..... Receiver

323. ANTHRACITE; Tamaqua, Pa.
W. H. Frey, Box 367 ..... Master
W. Heckman, Box 367. ..... Secretary
W. J. Dintinger, Box 347 ..... Receiver

324. MOUNTAIN GROVE; Catawissa, Pa.
J. W. Fisher ..... Master
D. Geiger, Jr. ..... Secretary
James Kelly ..... Receiver

325. SCHUYLKILL VALLEY; Pottsville, Pa.
J. J. Horty, 56 E. Bacon street, Palo Alto, Pa. ..... Master
W. H. Sowers, 102 W. Savoy street, Palo Alto, Pa. ..... Secretary
Hugh Gillispie, 154 Bacon St., Palo Alto, Pa. ..... Receiver

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7 p.m., in G. A. R, Hall.
C. Billington, 6 Johnson street ..... Master
J. H, Fenner, 61 Davis street ..... Secretary
S. P. Clough, 6 Allison street ..... Receiver

327. SILVER MOUNTAIN; Barstow, Cal.
Meets in B. of L. F. Hall 1st and 3d Sundays and 2d and 4th Wednesdays of each month at 7:30 p.m.
A. W. Mero, Box 10. ..... Master
F. P. Riggs. ..... Secretary
A W. Mero, Box 10. ..... Receiver

328. STONE BALLAST; Plattsmouth, Neb.
W. Crehan ..... Master
J. A. Marshall, Box 75 ..... Secretary
W. P. Ferguson, L. Box 916 ..... Receiver

329. SOLOMON VALLEY.; Downs, Kansas.
A. Dillon ..... Master
W. Jacobia ..... Secretary
R. H. Rundel ..... Receiver

330. RIVER VIEW; Kansas City, Missouri.
Meets 2d and 4th Thursday evenings.
Jas. O. Laughlin, Armourdale, Kan. ..... Master
A. W. Abraut, 1354 Liberty street, Kansas City, Mo. ..... Secretary
E. J. Pearce, Box 4, Station A ..... Receiver

331. CHICAGO BELT LINE; Auburn Junction, Ill.
W. Muldoon ..... Master
W. C. Wright, Box 77. ..... Secretary
O. Fischer, Box 2, South Englewood, Ill. Receiver

332. STONE MOUNTAIN; Augusta, Ga.
Meets every Wednesday at 7 p.m.
A. J. Wages, G. R. R. Shops ..... Master
R. B. Chapman, 414 Reynolds st ..... Secretary
H. J. Hoyt, 520 Walker street ..... Receiver

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays.
B. F. M. Keffer, 4116 Ogden street ..... Master
C. V. Plant, 3911 Wallace street ..... Secretary
Harry Ewing, 830 N. 40th street ..... Receiver

334. ELLSWORTH; Philadelphia, Pa.
L. Genay, 1007 Ward street ..... Master
W. M. Akin, 521 Woodstock street ..... Secretary
F. H. Hartzell, 1503 Ellsworth street ..... Receiver

335. SAINT ADOLPHUS; Hochelaga, Canada.
A. Pring, 43½ Dufreane st., Montreal, Can. Master
P. Dionne, 69 Iberville street ..... Secretary
S. G. Breazeau, 97 Moreau St., Montreal ..... Receiver

336. FALL RIVER; Neodesha, Kansas.
W. Driscoll, Pierce City, Mo. ..... Master
J. W. Chasteen ..... Secretary
J. A. McPaul ..... Receiver

337. BIG FOUR; Kansas City, Mo.
Meet alternate Thursdays at 7:30 p.m. at 710 Holly street.
C. T. Allis, 1631 Belleview Avenue ..... Master
G. H. Roberts, 1631 Belleview Avenue. Secretary
J. Leonard, 1819 Mercer street. ..... Receiver

338. WEST BRANCH; Renovo, Pa.
Meets 1st and 3d Sundays of each month, corner 4th street and Ham avenue at 1:30 p.m.
F. Kerby ..... Master
F. A. McGuire. ..... Secretary
C. B. McMonigal ..... Receiver

339. WHITE BREAST; Charlton, Iowa.
M. L. Bixler ..... Master
A. M. Williby, L. Box 156. ..... Secretary
G. C. Koebel ..... Receiver

340. STAR OF THE WEST; Newton, Kan.
Meets 2d and 4th Sundays in Odd Fellows' Hall.
C. S. Druce, Box 357 ..... Master
J. M. Kelly, Box 567 ..... Secretary
J. G. Wright, L. Box 294 ..... Receiver

341. GOLD RANGE; Kamloops, B. C.
D. A. Morton ..... Master
J. Gander ..... Secretary
A. Randall, Donald, B. C. ..... Receiver
Arthur Randall. Donald, British Columbia ..... Receiver

Digitized by Google

30 DAYS' TRIAL



BEFORE — AND — AFTER

Electric Appliances are sent on 30 Days' Trial.

TO MEN ONLY, YOUNG OR OLD,

WHO are suffering from NERVOUS DEBILITY, LOST VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration of HEALTH, VIGOR and MANHOOD GUARANTEED. The grandest discovery of the Nineteenth Century. Send at once for Illustrated Pamphlet free. Address

VOLTAIC BELT CO., MARSHALL, MICH.

FREE TO F. A. M. Fine Colored Engraving of the Old Sun Tavern in Philadelphia in which the first lodge in N. America was held. Also large illustrated Catalogue of Masonic books and goods with bottom prices. Also offer of first-class business. Beware of spurious works. REDDING & CO., Masonic Publishers and Manufacturers, 731 Broadway, New York.

THE GREAT AMERICAN TEA COMPANY

GOOD NEWS TO LADIES!

Greatest inducements ever offered. Now's your time to get up orders for our celebrated Teas and Coffees, and secure a beautiful Gold Band or Moss Rose China Tea Set, or Handsome Decorated Gold Band Moss Rose Dinner Set, or Gold Band Moss Decorated Toilet Set. For full particulars address

THE GREAT AMERICAN TEA CO., P. O. Box 289. 31 and 33 Vesey St., New York.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express and P. O. address.

DR. T. A. SLOCUM, 181 Pearl St., New York.

INTENDING ADVERTISERS Should address

GEO. P. ROWELL & CO.,

10 Spruce Street, New York City,

For SELECT LIST OF 1,000 NEWSPAPERS

Will be sent **FREE** on application.



LODGES OF THE B. of L. F.

WISHING TO PROCURE

REGALIAS

Will save 20 to 50 per cent by sending orders to

M. C. DAVIS & CO.,

Room 27 Wright's Block,

Send for PriceList. INDIANAPOLIS, IND

ESTABLISHED 1846

MUNN & Co. PATENTS

NEW YORK

After Forty years' experience in the preparation of more than One Hundred Thousand applications for patents in the United States and Foreign countries, the publishers of the Scientific American continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc., for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. Their experience is unequaled and their facilities are unsurpassed.

Drawings and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models or drawings. Advice by mail free.

Patents obtained through Munn & Co. are noticed in the **SCIENTIFIC AMERICAN**, which has the largest circulation and is the most influential newspaper of its kind published in the world. The advantages of such a notice every patentee understands.

This large and splendidly illustrated newspaper is published **WEEKLY** at $3.00 a year, and is admitted to be the best paper devoted to science, mechanics, inventions, engineering works, and other departments of industrial progress, published in any country. It contains the names of all patentees and title of every invention patented each week. Try it four months for one dollar. Sold by all newsdealers.

If you have an invention to patent write to Munn & Co., publishers of Scientific American, 261 Broadway, New York.

Handbook about patents mailed free.

Digitized by Google

Some Things I Know About Handling

—AN—

ENGINE.

This is contained in a small book of 55 pages and has a very large amount of information especially for ENGINEERS AND FIREMEN. Its title is ALEXANDER'S READY REFERENCE—ENLARGED STANDARD EDITION. This work without doubt contains more valuable information in fewer words and is easier understood by Railroad men than any other work now in print; because it is written in the same manner that Railroad men talk to each other about Engines. Old runners say it is the only book they have ever seen that is of any use to a Railroad Engineer. In this Edition there are some very important new items about VALVE MOTION, together with a large diagram showing all the workings of the valve and its connections from the STEAM CHEST TO THE ECCENTRIC. The explanation is so clear that any one who can read can understand it. There are also four other large cuts of Engines in a pocket in each book; it also contains a full description of the working and handling of Westinghouse Air and Automatic Brakes; also remedies for break-downs and failures of every description likely to occur on the road. All given in language FAMILIAR TO EVERY ENGINEER or old Fireman. The Book is very valuable to men working on running repairs of Engines, and is a gold mine to Locomotive Firemen aiming at promotion.

PRICE 75 CENTS—amount can be safely sent by Money-Order, Postal Note, or Registered Letter from any post-office. Cash must accompany all orders.

Address,

THEO. DEBS,

Terre Haute, Ind.

MORE MONEY FOR YOUR WORK

If you improve good opportunities. HALLETT & CO, Portland, Maine, will mail, free, full information showing how you can make from $5 to $25 and upwards a day, and live at home wherever you are located. Better write; some have made over $50 in a day; all new. No capital required; started free. Both sexes; all ages Success for every worker. Send address and see for yourself.

$50 If you think of spending fifty or one hundred dollars in advertising send us a copy of your advertisement, and we will tell you (free of charge) what will be the best possible investment for you to make. Send 10 cents for 176 page pamphlet. Address, GEO. P. ROWELL & CO'S NEWSPAPER ADVERTISING BUREAU, 10 SPRUCE ST., New York.

TO ADVERTISERS.

A list of 1000 newspapers divided into STATES AND SECTIONS will be sent on application—**FREE.**

To those who want their advertising to pay, we can offer no better medium for thorough and effective work than the various sections of our Select Local List

GEO. P. ROWELL & CO.,
Newspaper Advertising Bureau,
10 Spruce Street, New York.

OFFICIAL CHARTS..

The Official Chart of the Brotherhood of Locomotive Firemen has been transferred to **WM. HUGO**, of EUREKA LODGE, No. 14, and all orders will receive prompt attention.

Address,

WM. HUGO, 79 N. Noble St., Indianapolis, Ind.

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again. I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you.

Address DR. H. G. ROOT, 183 Pearl St., New York.



Comet Pile Remedy.
Comet Liniment,
Comet Catarrh Cure.

PRICES OF EACH.

FIFTY CENTS.

Recommends furnished. Correspondence solicited.

For sale by Druggists. Sent by mail or express, on receipt of price, *charges paid by us.*

COMET MEDICINE CO,
1017 North Ninth St., cor. Carr,,
St. Louis, Mo.

ADVERTISERS

Can learn the exact cost of any proposed line of Advertising in American Papers by addressing

GEO. P. ROWELL & CO'S

NEWSPAPER ADVERTISING BUREAU,

10 SPRUCE ST., NEW YORK.

Send 10 cents for 176 Page Pamphlet

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. MARCH. No. 3.

LEGISLATION, LAW AND FREE TRANSPORTATION ON RAILROADS.

The Indianapolis Evening News, a paper avowedly independent, in its issue of Dec. 12, 1886, published the following interview with "a railroad man of authority:"

"I once supposed that the company owned this road," said a railroad man of authority, "but I now know that the legislators and the judges have the first mortgage on it."

"Legislators and judges?"

"Certainly. The custom of giving free transportation to these people has been so firmly established and is so generally indulged in that we are slaves to it. If we decline to issue passes we put ourselves almost at the mercy of persons who at times are in a position to do us damage."

"Why did you ever begin to extend these favors from which it is so hard to break away?"

"Because that was the cheapest way to buy up mercenary fellows."

"You confess, then, that these favors are extended in the hope of substantial return, just as the newspapers have charged for years?"

"What is the use of denying it? I can show you some requests for passes that will cause you to lose faith in office-holders, if you have any. I have received to-day a request for an annual pass from a justice of the peace, who says that he has 'decided in our favor in a suit for damages in a 'hog case,' where it was claimed that we 'ran over, killed and mutilated two shoats.' In another case a man offered to settle in full with us if we would give him a free pass for a year for killing 'one billy goat.' It is usual for new county officers in coming into office, to ask for enough passes to go round. There are only a few judges living along our line of road that do not ride on free passes. I have known an instance where a judge, in coming from a distant point to try a case against our road at some county seat, wrote us for a pass for himself and family, and intimated that the favor might bear interest many fold. One county judge some months ago brazenly declared that 'if the road expected fair decisions from the court it must be liberal with its passes.' Justices of the peace are our toughest customers. The cow and hog cases generally come before them, and, as a rule, they want to act as attorney for the road. One recently asked for a pass because he closed the fence bars and kept cattle off the track. I think that the railroads are responsible for this rotten state of judiciary, for they have from the first offered these favors as bribes, and have educated people to think that anything that can be taken out of the hide of a railroad corporation is legitimate."

"To what officials do the railroads voluntarily grant passes?"

"We never dream of refusing legislators and members of town councils, and when we want anything from them we never fail to ask for it! We give passes to county clerks and recorders in return for favors they render in attending to our records, etc. We

Digitized by Google

have an attorney in each county seat, who frequently is content to serve us for an annual pass, unless we have specially important cases. If we think a pass to a judge will do any good, we issue it without waiting to be asked. Not infrequently passes offered are refused. There are judges who remember that they are people's servants. There is one in this city who in time of court goes to and from Danville every day, and who will not take a pass under any consideration."

"How many passes does a railroad grant in a year?"

"About 3,000 annually, and not less than 6,000 trip passes, some of which ticket two and more persons."

The News is a journal of established character, which does not publish canards when dealing with subjects of importance to its readers.

The interview, which we have reproduced in full, as it touches some of the most vital questions of the times, can not fail of attracting attention, though we doubt if it receives the consideration which its significance merits.

We are not required to enter upon a lengthy investigation to find indisputable proof that every statement made by "a railroad man of authority," is true. The public accepts each declaration as in all regards conformable to fact, and it is this truthfulness, this candor, frankness, this unquestionable honesty that reveals an amount of corruption, rottenness, criminality and debauchery which amazes and alarms all thoughtful men. No man, we care not what may be his mental resources, or his conscientiousness, can fathom the dangers to society which lurk in every statement made by "a railroad man in authority" to the Indianapolis News.

It is the universal boast of Americans, that of the railroad mileage of the world, the United States have about one-half, making the grand sum total in 1886, of more than 126,000 miles. But in view of the fact, that these roads are able to debauch courts and legislatures, by giving free transportation passes, the question arises, are the railroads of the United States a blessing or a calamity? If the statement is to be accepted as true, that officers of the State—men clothed with high responsibilities, can be severed from the path of integrity and justice by a railroad pass, from what other infamy is there a hope of escape, and to what lower degradation can officials ascend? It will be observed that the "railroad man of authority" includes justices of the peace as well as the "ermined judges"—and so degenerate have judges been found to be, that they have intimated, in asking for a pass, when about to try a case, in which the interests of railroads were involved, that a compliance with the request "might bear interest many fold." But we ask special attention to the declaration, "that the railroads are responsible for this rotten state of the judiciary, for they have from the first offered these favors as bribes. We submit that more infamous disclosures were never made public. They signify that the government is rotten at the core, that the stream is poisoned at the fountain head, that where there should be probity there is corruption, the most abominable, and the conclusion must be, that if a judge can be "bribed" by a railroad pass, how long would his integrity resist "spot cash?"

But, says the railroad man of authority, "*we never dream of refusing legislators and members of town councils, and when we want anything from them we never fail to get it.*" We place such declarations in italics, that their damnably corrupting significance may not escape the reader.

With legislatures, congresses, and courts, and town councils corrupted by bribes, what show is there for honest government? Who does not see at a glance the absolute necessity for radical remedies? Who wonders that from the center to the circumference of the land courts are distrusted and that legislatures are said to be venal to detestation? We indulge in no words of senseless croaking, but in comment upon language said to be that of "a railroad man in authority," and published in an eminently respectable

Digitized by Google

and conservative newspaper. It is not demanded that we should attempt to add coloring to the language, for it is black with the evidences of rottenness in high places. It will be a day of universal rejoicing if an honest party should ever obtain control of the ligislation and the judiciary of the country, and the hope is that the labor element may at no distant day exert such a counteracting force as will rescue the government from the men who, if "a railroad man in authority" speaks truly, are bent upon its destruction.

THE MACHINE.

We see it stated that patents on 20,000 to 30,000 new machines and devices are granted in the United States annually. Now, we ask what is the mission of a majority of these machines and devices? The answer is, it is a labor-saving mission. Is that true, and if true, what is the result? An address prepared some time ago and widely circulated, says: "Suppose three men work ten hours a day. A labor-saving machine is introduced which will dispense with the services of one man. The other two continue at ten hours a day, losing in the end by having to support the third in the poor-house or prison, and by making their trade dull because they have destroyed the one's power to buy and use the product of their toil. This is the misuse of the machine. The proper use of it would be to allow it to serve its purpose by lessening the working time one-third. Then the machine would be a blessing—what it was designed to be—a labor-saver, bringing prosperity to all, with more time for intellectual and moral improvement." It has come to this at last, and sooner, doubtless, than was anticipated, that the mission of the machine is something more than labor-saving—it enforces idleness. But if labor-saving machines were in fact labor-saving, then as they increased in number the hours of labor would be reduced, and continually reduced until idleness would disappear, and prosperity instead of adversity would keep abreast of the increase of labor-saving machines. To glorify the increase of labor-saving machinery, when with the introduction of every machine some honest toiler is thrown out of employment, is to approve and applaud idleness—and the terrible consequences of idleness. If the question is asked, what can be done to correct the evil complained of, there is but one reply, reduce the hours of labor. There is absolutely no other solution of the problem. Fortunately the subject is attracting the attention of statesmen and philanthropists. There must be found some other way to reduce the number of idlers other than those now in vogue. The reduction of the hours of labor so as to give all a chance to work is not only feasible, but patriotic, and moreover it is a necessity demanded by the welfare of society.

The railroads known as the bond-subsidized Pacific railroads are six in number, as follows: Central Pacific, Kansas Pacific, Union Pacific, Central Branch Union Pacific, Western Pacific, Sioux City and Pacific. These roads now owe the government $49,302,181.48 interest. The bonds of the roads will be due Sept. 11, 1897, when $43, 306,921,88 of additional interest will have accrued, making a total interest debt of $92,709,103,36. The principal yet to fall due amounts to $64,623,512, constituting a total indebtedness of the road to the amount of $158,332,615,36. These figures demonstrate pretty clearly that the people, not the companies, own the railroads.

The term "bucket shop" originated in Chicago and was at first honorable, but it has degenerated, and is now the the synonym of about all that is low and dishonest in trade.

Digitized by Google

TOBACCO.

It is said among civilized nations that the use of tobacco is strictly a "modern vice," unknown 250 years ago. How long the American Indians had been addicted to the vice is a matter which can only be conjectured. It is not to be understood, we presume, that those who pronounce the use of tobacco a "vice," desire to use the term in its most offensive sense, that is to say they do not mean that the use of tobacco in any form is wickedness, sin, iniquity, an evidence of depravity, etc., to the end of the chapter, though it must be confessed that a great many sublimated cranks are not over cautious in selecting words when engaged in denouncing the use of tobacco or anything else which their etheralized comprehension of affairs cannot grasp and solve.

Just now the question is going the rounds of the press: Is tobacco king? And the answer is made, that the claim of tobacco to a crown is as well sustained as that of cotton, and some other claimants, whose prerogatives are discussed in business circles.

The remark is frequently made that it is impossible to form a correct estimate of the extent to which this country is subject to the deleterious influences of the narcotic. It is estimated that 3,500,000,000 cigars are smoked annually in the United States, and that in addition to the vast number of cigars, that 1,000,000,000 cigarettes are consumed, a total of 4,500,000,000. These are startling figures. They are well calculated to set men to thinking. But however much they may meditate upon the enormous consumption of cigars, they will never be able to grasp the full meaning of a billion. To prove this, it is said if Adam had begun counting in the year one, and continued counting until now, he could not have counted a billion, one thousand millions, and it is further estimated, that to count one by one, the cigars and cigarettes consumed in the UnitedStates in one year, would take one man more than 50,000 years. If, therefore, the smoking of cigars is a vice, it must be confessed that it is one of astounding magnitude. If smoking is wickedness, sinful, what must be the condition of the country? Only recently the two evangelists, Sam Jones and Sam Small, chewed tobacco, nor had they so much as dreamed that the practice was a vice until they struck the godly city of Chicago, where they were told that it was sinful, and where they had their eyes opened and were converted.

But the cigar smoking "vice" is only a part of the sorrowful tobacco story. We are to consider the pipe smoking vice. Who can tell how many tobacco pipes are in use in the United States? It would be, we conjecture, a moderate estimate to put the number at 5,000,000. These pipes are filled on an average say ten times a day, giving 50,000,000 pipes full of tobacco smoked daily, and this done 365 days, would give a sum total 18,250,000,000 pipes full of tobacco smoked annually in the United States. If this be a "vice," then it would seem that the people are past redemption—and tobacco must be regarded as a king. In the wide realm of smoke what potentate can compare with him?

Strange as it may appear, the claim of tobacco to a kingly crown is not yet fully set forth. It is said that during the last year 170,000,000 pounds of plug and fine-cut tobacco were chewed in the United States. Tobacco smoking and tobacco chewing are widely different habits. Smoking tobacco is pronounced genteel, and ladies smoke pipes and cigarettes, while chewing tobacco is pronounced a vulgar habit, though men of piety, education and culture practice it, and king tobacco claims, without fear of successful contradiction, that among his millions of loyal subjects he can find statesmen, orators, authors and artists of splendid renown—men and women whose fealty is as true as the needle to the pole.

Digitized by Google

But to enable our readers to have some approximate idea of the dimensions of the cigar smoking habit in the United States, it is estimated if the cigars and cigarettes consumed annually were fastened end to end, the line formed would be long enough to reach from the earth to a point a considerable distance beyond the moon, say 250 miles. To say that the people smoke that number of miles of cigars annually is apparently preposterous, but statistics confirm the astounding statement. Hence, if smoking is a vice, what a monster of depravity must be King Tobacco.

But since the tobacco "vice" is one that can be measured and weighed, which can be drawn into line, and piled up, we shall avail ourselves of the opportunity of still further surprising our readers. We shall assume, to simplify the problem, that tobacco is manufactured in plugs twelve inches long, four inches wide and half an inch thick, and that each plug weighs one pound; hence the 170,000,000 pounds annually consumed in the United States would build a monument to King Tobacco 40 feet square and about 1,500 feet high. Under such circumstances the King is entirely serene. He doesn't care a quid what is said about his subjects, he knows they will smoke and chew as in days gone by. He notices production, foreign demand and home consumption, and knows that his throne is secure. He is particularly attentive to taxation, and revenue, and knows that his subjects are paying into the treasury about $26,000,000 annually.

In contemplating this great national tobacco vice, or virtue, we are not particular as to terms, the mind becomes bewildered occasionally. A few figures may enable the readers to appreciate some of its peculiarities, which are calculated to test the composure of King Tobacco, and which occasionally deprives him of a subject.

In 170,000,000 pounds of tobacco there are 2,720,000,000 ounces. If we allow four quids to the ounce, there are 10,880,000,000 quids. If it takes 500 wags of the under jaw to properly masticate a quid and extract the juice from it, then in the United States annually, 5,440,000,000,000 wags of the American jaws are required for tobacco. What are all the mills of the gods to such chewing and grinding as that? What wear and tear upon teeth! If we allow six wags of the jaw to one squirt of tobacco juice, we have annually 900,000,000,000 squirts. If we allow 600 squirts to a quart of juice, then we have for the year's transactions 9,500,000 barrels of the commodity of 40 gallons each, not worth one cent for the entire lot. Under such circumstances King Tobacco ought not to be surprised if he is finally known as King Squirt.

It is not surprising that some people attack the tobacco chewing and tobacco smoking habit, though we do not think the people generally are sufficiently exalted to regard such habits as a vice, or immoral. The time may come, however, when the human family will mount up to a plane where a quid of tobacco or a cigar would create as much consternation as a mouse at a sewing circle. There are many indications that the world is moving upward, but just now statistics show it is taking along large supplies of tobacco and cigars.

If what we have said about chewing is correct, who can calculate the square miles of smoke created by cigars, cigarettes and pipes, a sum total of about 23,000,000,000. It has been suggested that it is the increase of smoke that is multiplying the frightful cyclones now devastating the country, and cigar smoke may, for aught we know, be the kind of smoke which helps on the trouble, the twist in the cigar may possibly give a gyrating motion to the smoke, which constitutes one of the dangers attending cyclone visitations. If those who attack smoking, as a vice, can make it appear that the twist in the

Digitized by Google

cigar gives a twist to the smoke, and the smoke gives a twist to the atmospheric currents, it will become smokers to give the subject serious study.

We are inclined to bring our remarks on tobacco to a close, but deem it prudent to make a brief allusion to snuff, of which about 500,000 pounds are annually consumed in the United States. This immense quantity of pulverized tobacco finds its way into the noses of the American people annually. Taking snuff is eminently an aristocratic habit, while rubbing snuff is regarded as degrading. Just why it is not as proper to put snuff in one's mouth as in one's nose, we do not pretend to know, but fashion has decided in favor of the nose, and there is no appeal. Snuff-taking is a disturbing habit, because it is productive of those terrible explosions called sneezes. It is estimated that the snuff taken in the nose of the American people produces not less than 15,000,000,000 sneezes annually. These sneezes, fortunately, are not of equal force and detonation, but they frequently disturb public meetings, and have been known to frighten horses and children, and if not a vice, may be under certain circumstance classed as a nuisance. If the use of tobacco be a vice, even of a mild form, the outlook for society is most unpromising.

But we must enter our protest against classifying the use of tobacco with the depravities of the age. We are not disposed to extol the habit as a virtue, as one of the adornments of our civilization, though there are those ready to bear witness that the satisfaction to be derived from a cigar, a pipe or a quid, ranks high in the list of heaven's benefactions. It is gratifying to know that this is a free country, and if there are those who deem it wise to let tobacco severly alone, there are none to interfere, and *vice versa*. To thousands the cigar and the plug are dear companions, and a solace, company when alone, and adding to the felicities when friends meet for social converse. King Tobacco is a jolly old soul, and if he fiddles sometimes, it is when his cigar—not Rome, is burning.

The Canadian Pacific has a bath room connected with its sleepers, said to be the nicest thing ever seen on wheels.

More than 30,000 Englishmen recently formed a League to reduce the hours of labor to eight hours a day. The League is rapidly increasing in number and is including Scotland and Wales.

There is to be an American Exhibition in London to commence May 2d and close Oct. 31st, 1887. It is stated that within an hour's railroad ride of the place where the Exhibition will be located 10,000,000 of people reside. If the Exhibition is worth seeing the "gate money" ought to pay expenses and leave a nice surplus.

The yearly production capacity of European countries for producing locomotives is given as follows: Great Britain. 2,200; Germany, 2,000; France, 1,000; Belgium, 500, Austria-Hungaria, 400; Switzerland, 120, Italy, 70; Sweden, 50; Russia, 40; Holland, 20, total, 6,400. The Baldwin works Philadelphia, has a capacity of 600 locomotives a year, and is the largest in the world.

The coal mines of the United States produced in 1885, exclusive of what was consumed at the mines, 94,834,705 long tons, valued at $152,919,108. The total production as compared with 1884, shows a loss of 7,837,079 tons, with an increase of value of $16,251,018. This increase of value was an average of 25 cents per ton. In this it is seen wherein the coal miner was pinched. The proprietors of mines reduced production and wages, while they advanced the price of the product. It was wealth to owners and death to miners.

Digitized by Google

ANTAGONIZING CAPITAL.

We find the following in the Railway Service Gazette:

The man who employs accumulated capital in business of any kind can not get along with the laborer, and the laborer would have a sorry time of it without employing capitalist. If, then, each is necessary to the other, must it forever happen that there shall be antagonism between them? Is antagonism necessary? Is it wise for either side? May we not some day hope to bring about a community of interest where antagonism shall pass away, and where each, while striving for their own interest, shall concede what is due to the other? Is that a Utopian dream, or is it practicable? Whatever it may be, it is the greatest of all questions which the world is now trying to solve, and the Enquired is trying to help it.—Cincinnati Enquirer.

Yes, that day may come, but it can never be brought through the instrumentality of the boycott and the strike on one side and the blacklist and the lock-out on the other. There must be mutual concessions, and each side must learn to respect the rights of the other. Antagonism is not necessary. It is not wise. But all the same it will exist until man shall subdue the pride and the prejudice that is in his heart.—Railway Service Gazette.

The misfortune under which labor has been required to contend, is that its relation to capital has always been erroneously, wrongfully and preposterously stated. The impression has been made upon the public mind that labor is not only unfriendly to capital, but its enemy; that labor seeks the distruction of capital. As a consequence, when it is said that labor "antagonizes capital," it is intended to be understood that labor attacks capital, and as capital has hitherto had the press at its command, as also legislatures and the courts, labor has been required to bear burdens of odium and obloquy most unrighteously imposed.

It occurs to us that labor cannot, in the very nature of things, in any obnoxious sense, antagonize capital—since capital is the child of labor. Without labor there could be no capital, and without labor capital would disappear.

As a general proposition, the discussion of the labor question, in its relations to capital, has always been dishonest, vicious and often venomous.

The difference between attacking a right, and resisting a wrong, is as the difference between light and darkness, heaven and hell, fire and ice. But resistance of wrong falls under the head of "antagonism."

A working man, we will say, has a wife and three children, constituting a family of five persons. We will suppose the husband, father, is earning $1.50 a day, $9 a week of six days, working 10 hours a day, or 60 hours a week. By rigid, ceaseless economy we will say he is able to feed, clothe and shelter his family at the wages received. To take less is to suffer. When his employer attacks his wages for the purpose of reducing his *per diem*, the working man resists; he contends for sufficient wages to make himself, wife and children comfortable—no more—the comfort point is the *ultima thule* of his expectations, the extreme limit of conditions. But to resist encroachments makes him, in common parlance, an enemy of capital, and hence the conclusion is reached that he is an enemy of society. The country for years has been constantly treated to that sort of logic—as a consequence in evey instance labor has been placed at a disadvantage.

But before proceeding further, it will be well to inquire into this much talked of thing called capital. The term "capital" is misleading. With many it is supposed to mean cash—money. We often hear the term "cash capital" and "capital stock." It may be said that "cash capital" is honest capital, or that credit capital is honest, but the term "capital," in thousands of instances is made to hide from public view a multitude of infamies and villainies, which in these latter days of civilization and enlightenment, make honest men shudder.

Take for instance a corporation, and

Digitized by Google

their name is Legion. It invests $1,000,000 cash—that is honest capital—and if honestly managed in any enterprise is exempt from labor troubles. But the manager, not content with honest dividends on honest capital honestly managed, is able to "water" this stock and force upon the public an additional million—or five or ten millions of fictitious capital, upon which they demand dividends, and to secure dividends, they attack wages. The demand is the reduction of wages 10, 15, 20 or 25 per cent. Under such circumstances who is to blame? Read the papers, and in a vast majority of cases it will be seen if wage men resist the reduction they are charged with "antagonizing capital," of interfering with business, and the verdict goes against them. But do they thereby become enemies of capital? Do they antagonize cash honestly invested and honestly managed? They resist encroachments, but upon what? Their wages which barely suffice to enable them to live. They antagonize a hideous wrong, a monstrous injustice; and in doing this their antagonism is for the supremacy of the right.

When, we ask, did a body of working men deny the right of capital—honest, legitimate enterprise? But was it an fair dividends, when employed in any honest, fair dividend? Is the inquiry such that an honest analysis will result in an honest conclusion?

We will suppose a man or a company invest $100,000 cash in an industrial enterprise, and begin business. The estimates begin about as follows:

Insurance, say 1 per cent	$1,000
Wear and tear 5 per cent	5,000
Interest on capital, 6 per cent	8,000

Total, $12,000. Capital demands in the first place that $12,000 of the earnings shall be set apart to keep it in tact and pay for its services. We will suppose that the enterprise starts off with twenty employes, at $2 a day, making 300 days in the year, is $12,000, or the same amount that is demanded for the services of $100,000 cash.

In this case you have twenty men and their families, representing say 100 persons, to be supplied with the necessaries of life—food, clothing, shelter, books, schooling, church expenditures, all things recognized as requirements of an ambitious citizenship.

We will suppose that a time comes in the progress of the business, when the owners of the capital find that they can make but $5,000 a year profit, or that their cash earns 5 instead of 6 per cent., a decline of one-sixth. To even up they demand a like decline in wages. They say to their employes, "we can make but 5 per cent. where we have been making 6 per cent., and it is no more than justice, since our interest is reduced one-sixth, that your wages should also be reduced one-sixth, that is as we have been paying you $2 a day, you should now be content with $1.66 2-3 a day. The proposition, on its face, appears plausible, and the workingmen consent. The result is the reduction on the whole force is $2,000 a year, while the loss on the interest was only $1,000 a year; hence, the employer, by the operation, has made $1,000. He makes $5,000 dividend and $2,000 by reducing wages; hence his profits are $7,000 instead of $6,000, as in the beginning.

The schemes devised to reduce wages have been numerous, often displaying an amount of chicane, adroitness, in making the wrong appear as the right, well calculated to make the devil applaud the expertness of his imps, who seemingly delight in any policy, having for its purpose the impoverishment of working men.

But, suppose working men, investigating the question, find that the employer demands a reduction of wages in direct conflict with the facts in the case, what is the position he is compelled to occupy? If he submits to the reduction he becomes the victim of a

Digitized by Google

flagrant fraud, cunning villainy. He knows he has been wronged, and that an appeal to his employer will prove unavailing. If he resists, the cry at once is set up that he is "antagonizing capital." In thousands of cases he has submitted to reductions, until the wrong has become so colossal, so wide spread, so universal, that working men are organizing for the purpose of maintaining wages against the encroachments of greedy venal men, who control capital, and by virtue of their position and power, seek to control labor as well.

But in numerous instances corporations, as we have stated, have under the laws as they are administered, the privilege of collecting dividends not only upon cash capital, but fictitious capital—capital that has no existence, that which is no more capital than a lie is truth. It is called "water capital," but it is a crime against God and man to call it "water." Water is something, and a something of incalculable value, whereas, "water capital" is nothing—unless it be a *lie*, a stupendous fraud, representing the climax of modern scoundrelism in commercial, financial and industrial affairs. It is public and private robbery. It is piracy, and no wealth of denunciatory language meets the requirements of properly characterizing this modern device to make the few rich and the many poor, and no class of men feel the baleful effects of the watered capital curse to the extent of the working men. Whenever a watered stock concern does business, it will be found that it deals unjustly with the public and with its working employes. The men who control it are pursuing a rascally career. They antagonize labor—they attack labor—they reduce wages upon all sorts of fraudulent pretexts. They are what are known as "soulless corporations." But even these concerns, if their employes resist their free-booting schemes, are the first to cry out: "Labor is antagonizing capital," "working men are socialists, communists, anarchists," and so on to the end of the vocabulary of falsehood. In such cases working men have sought to maintain wages at a point which would enable them to live, and if required to earn dividends on honest capital only, there would be no trouble, but they are required to earn dividends on fraudulent capital—on capital that has no existence. The great public is beginning to comprehend the situation. Working men are learning how to take care of themselves, and we are to hear less in the future about "labor antagonizing capital." It does not, it never did. It antagonizes rascality. Labor is conservative—eminently, pre-eminently so. Labor builds; it does not tear down. Labor demands law and order—but it demands law for the rich as well as for the poor, and the same kind of law. To educate the world up to this sublime point is confessedly a slow business, but it can and will be done. Labor is gaining victories every day. It has the right on its side, and is bound to win. In the near future when there are labor troubles they will not be settled by Pinkerton's drilled murderers, and the sooner the prayed-for period comes the better it will be for the country.

•

The Hartford Courant remarks that a railroad brake has been discovered which will stop a train going at the rate of forty miles an hour, in the distance of fifteen feet from the time the brake takes effect. But the Courant suggests that unless the brakeman is chained to his car he will shoot ahead of the train, and fall an indefinite distance in advance of it. Such a discovery may be valuable for the train, but it means broken necks, arms, legs and ribs for the brakeman.

• —

Is is an easy matter to put the long and the short haul proposition in a shape to be easily understood. A railroad may charge as much for hauling a car load of freight 500 miles as for 1,000 miles, but it must not charge more.

Digitized by Google

ASTOUNDING LOSS OF FUEL.

The *National Car and Locomotive Builder* refers to a paper read by Mr. E. T. Hampton, before an engineering society in St. Paul, Minn., on the Economical Generation of Steam Power, which contained many startling declarations, relating to the loss of heat in the consumption of coal in running steam engines. The statement is made that a locomotive that will take ten heavy passenger cars over a fairly level road at an average speed of 30 miles an hour, with a coal consumption of 35 miles to the ton, will be regarded as doing fair work on well managed roads, and it will be far above the average performance on roads where the locomotives are not well looked after. The reader will do well to bear the foregoing statement in mind, as it serves to add indefinitely to the astonishment necessarily experienced, when reading the further statement of Mr. Hampton upon the subject, and gives tremendous emphasis to the necessisty of deriving a method by which heat can be rescued from loss, and made to perform its duty. Mr. Hampton says:

"One pound of the common run of coal used by railroad companies contains about 12,000 heat units when burned with the full admixture of oxygen, each unit being the amount of heat capable of raising the temperature of one pound of water one degree Fah. When converted into work, each heat unit is equivalent to 722 foot pounds, or possesses the energy, when no waste takes place, of raising 772 pounds one foot. At this rate each pound of coal represents 15,000 x772=926,400 foot pounds of work, were it possible to utilize the whole potential energy reposing in the coal. A train of ten passenger cars, loaded, and an engine and tender in working order weigh about 360 tons. Careful experiments have shown that a train of this character can be mov.d at a speed of 30 miles an hour on good level track, on a power expenditure of 7.5 pounds to the ton. This will represent a constant force of 2,700 pounds, which, being extended over one mile, for 5,280 feet, represents 14,256,000 foot pounds as the work done in moving the train over each mile run. The effort exerted by the locomotive amounts to 216 horse-power. Taking 2,000 pounds as a ton of coal, it will be found to aggregate what looks as the enormous sum of 18,528,000,000 foot pounds, which, if used without loss, would move our train close on 1,300 miles. As the locomotive only takes the train 35 miles with the quan- of coal named, it will be found that the energy of the coal converted into useful work is only about 2 1-2 per cent. of the quantity used. That is, out of every 100 pounds of coal thrown into the fire box, nearly 97 1-2 pounds are lost, or are wasted in holding up the other 2 1-2 pounds to do work.

It is well known that railroads suffer tremendous loss by the waste of fuel, but that it amounts to 97 1-2 per cent, of the total consumption, is well calculated to set inventors to thinking. If some one familiar with the facts, would furnish a statement showing approximately the annual cost of fuel to move the locomotives of this country one year, the loss in dollars could be shown, and the showing would, we think, result in finding a remedy for the evil.

While stationary boilers frequently explode, such calamities rarely occur with the boilers of locomotives. The reason for this, at least one of the reasons, is that it is a well known fact that while the locomotive engineer is carefully trained from the very start in the way he should go, and is under the immediate supervision of a man that knows what he is about, and realizes the dangers and responsibility of the situation; the stationary engineer is frequently put in charge, with no other training than the mere information that if he opens a certain valve the engine will start and run, and that, when he shuts it, the engine will stop. Manifestly Legislatures should interfere in this matter and see to it that ignorant men, because they can be had *cheap*, are not placed in charge of stationary engines and boilers, while doctors, lawpers, dentists and preachers are required to pass some sort of an examination to demonstrate their capabilities to pursue their professions. It would startle the public mind if it were known how many people are killed annually by explosions of stationary boilers.

Digitized by Google

ECONOMIC QUESTIONS.

Occasionally, in fact all too frequently, the announcement is made by some peripatetic combination of pedagogue and demagogue, that he has found out a way to teach French, German, phonography etc., perfectly, in ten or a dozen easy lessons, and the misfortune is that there are a sufficient number of fools living to make the arrant knavery of such impostors profitable. The prevailing idea is that difficult problems can be solved without study and investigation, that antiquated errors can be corrected in a day, that by hot house process an acorn can be developed into an oak in about the same number of days required to produce a cabbage head, or a water-melon. As a consequence, in this fast age, we are constantly hearing of men who profess to have discovered methods of reaching correct conclusions, when the most intricate questions relating to land, taxes, tariffs, capital and wages, are up for debate, so expeditious is their operation, that empiricism is at a premium, and solid merit at a discount. Under such conditions it is not surprising that fundamental facts are ignored and that superficial theories are set afloat, which complicate, rather than elucidate questions of vital importance. The time has not arrived when every man can be his own doctor. No universal remedy for the diseases of the body has been found, nor has the science of political economy, (provided that political economy is a science) been so simplified, that men can comprehend its intracies and solve the problems which it forces upon public attention, who have not devoted years of patient study to the principles upon which it is founded.

These things being true, we have a conflict of theories and endless controversies without reaching agreement upon any of the controverted theories. For nearly a century, the people, from a population of about 3,000,000 to a population of about 60,000,000, have been discussing tariff question, high tariff, moderate tariff, low tariff and free trade. What is the result? This: We find those who are profited by high tariff, still contending that it is good for all, and those who derive no pecuniary advantage from a high tariff, with equal emphasis denouncing it as a public curse. In this we refer more particularly to those who profess to have mastered the subject in all its details—statesmen, so calle , political economists, students thinkers, investigators, authors, scholars, still wrangle, and the masses finding themselves unable to determine whether it were better for them to pay a high tax, a low tax, or no tax at all, cease investigating for themselves and stupidly follow those who make the most noise, and as even that is difficult to determine, they eternally plod along in the same old beaten rut, while monopolists chuckle over the tribute which chicane extorts from ignorance, and what is called party fealty, but which more popularly could be styled party slavery, as abject as ever disgraced intelligent men, is appealed to to maintain conditions at war with the public good.

If the question is land grabbing, and the figures showing the stupendous crime committed by the servants of the people, when given, daze the world by their sum totals, but when an effort is made to correct the wrongs and expose or punish the perpetrators, then laws, precedents, decisions and what not, are brought forward, and the attorneys of the scoundrels being the law makers, neither restitution nor punishment is secured, and here again party fealty overrides right, justice and law, and every fundamental principle of political economy or any other sort of economy, is trampled upon, and villainy proceeds unrebuked. Take the question of capital, the rights of capital, the security of capital, the earnings of capital; in discussions it over-rides everything. On the one hand is seen going forward the work of amassing fabulous fortunes, and the steady multiplying of paupers on

Digitized by Google

the other hand. Every monopoly creates a demand for more poor houses and penitentiaries, necessarily so, because, when one man has more than his share, others must have less than their share, but when legislation is suggested by which a more equitable distribution of the wealth which labor creates, may be secured, those who have been defrauded will be found in thousands of instances, voting for the men who favor the iniquity which reduces them to beggary. Take the question of wages, when did a Congress or a Legislature deliberate for the purpose, directly or indirectly, of increasing wages? In reply, it may be asked, when was a Congress or Legislature asked to deliberate upon questions involving the increase of wages? Our only purpose in propounding such interrogatories, is that we may ask, when was a Congress or a Legislature in session that capital did not demand the enactment of laws that it might increase its earnings and secure greater protection? Workingmen have never gone to a Congress or to a Legislature, demanding that laws should be enacted fixing the rate of wages, but capitalists have ceaselessly demanded of Congresses and of Legislatures, such legislation as would enable them to exact from the public tribute money, and this has been done by processes as infamous as ever disgraced the criminal records of any land. It is not required that we should catalogue here and now, the stupendous frauds that have been perpetrated by watered stock methods, whereby the public has been required to pay dividends, upon capital as baseless as moonshine. We notice that quite recently a bill was before the Senate of the United States designed to restore to the United States certain tracts of the land granted to the Northern Pacific Railroad Company, to aid in the construction of a railroad to Puget Sound. We assume that the readers of this Magazine are anxious to know the the facts relating to land grabbing. It is a fundamental question. It ought to be studied by every intelligent citizen in the country. It is in all regards an eye-opening question. It illustrates how stupendous frauds are perpetrated in the interest of capital or of capitalists. To begin the work of building the Northern Pacific Railroad, it was necessary to have a land grant. The length of the road was estimated at 2,309 1-2 miles. Section 3d of the act incorporating the road reads as follows:

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the Atlantic and Pacific Railroad Company, its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores over the route of said line of railway and its branches, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State.

The purpose of the capitalists who built the Northern Pacific Railroad was not to have the government "aid" them but to build the road outright and make them a present of it, and this they accomplished, and more too for the figures show the government not only paid for the road, but made the capitalists a present of about $30,000,000 in land besides, as will be seen by a report made in 1882, by J. Procter Knott, David B. Culberson, R W. Townsend Van H. Manning, and L. E. Payson. These gentlemen state the case as follows:

Or, assuming the mean between the estimates of the auditor and the president of the company, and also the mean between the average price of the lands already sold and the auditor's estimate of $2,50 per acre, and the following will be the result:

Proceeds of lands already sold	$11,565,466 65
26,919,947 acres unsold, at $3.12 1-2	84,100,146 87
Total	95,665,613 52
Cost of 2,409 1-2 miles road, at $33,407 65	80,495,732 75
Surplus	15,169,880 77

That is the mean estimate.

Or, adopting the extravagant estimates submitted by the president in his response to the committee, the figures will stand thus:

Digitized by Google

Value of land sold	$11,565,466 65	
The residue, 39,416,047 acres at $2,50	98,540,117 50	
	110,105,584 15	
Cost of 2,409 1-2 miles of road	93,5 6,668 86	
Surplus	16,578,915 29	

Or taking the mean between the two, the following will result:

Value of lands sold and unsold, estimated as last above	110,105,584 15	
Cost of 2,409 1-2 miles road, at $33,407.65	80,495,732 75	
Surplus	29,609,851 40	

In the foregoing, it will be seen how capital manages to reproduce itself. Do the records of legislation show when at any time the government of the United States has made a donation to working men of a railroad, costing $83,495,732.75, and then in addition, giving them $29,609.851.40, a total of $110,105,584.15? Do not workingmen perceive that they are required to give such questions their best energies of thought? Do they not comprehend that the ballot is the weapon they must wield to correct such supendous outrages? Do they not understand that party fealty is a deception and a snare when it is made to obscure such violations of justice and right? If legislation cannot be had, (and no one demands it) to regulate wages, then in the name of all things just, let a stop be put to such legislation as directly or indirectly multiplies the embarrassments of working men. Take the Northern Pacific Railroad. Workingmen built it, and equipped it, or, if it be held that the nation built it, which the figures we have given demonstrate, then it should belong to the government, and not to the few men who were conspicuous in its construction. It is such legislation which is doing more to demoralize the people than all else besides. and there is no higher requirement on the part of wage earners, in the United States, than to *fasten* upon such facts, make themselves familiar with them, and then see to it, that only such men as will seek to remedy such evils occupy legislative positions. The intricacy of such subjects cannot be learned in ten easy lessons, but the underlying curse can be seen at a glance, and patient investigation will soon enable the great body of workingmen to fully comprehend their interests and to vote intelligently.

It is reported that the railways of the United Kingdom of Great Britain, for the year 1885, paid dividends of 4-02 per cent. on the investment. When it is understood that money is not worth over 3 per cent. it will appear that the railroad investment has little reason for complaint.

It has been ascertained that it is more profitable for railroads to discontinue their express business, and leave it to the regular organized express companies. The B. & O. has ciphered it down and find that it has sustained a great loss by doing its own express business.

The news from Europe is warlike, and, it is said if hostilities begin, the Lord only knows how many nations will be involved or when peace would be declared. On this side of the ocean it is believed that a European war would increase indefinitely the demand for wheat and other cereals, and make times livelier.

There is high authority for saying that the standing armies of Europe consist of 12,600,000 men. The men are drawn from peaceful pursuits, mostly the industrial classes—mechanics, laborers, farm hands, etc. As a result, in time of war Europe is dependent upon other countries for food, and that is what the United States can supply. Europe, with about 300,000,000 population, expends annually, $850,000,000 to supply her standing armies, and with the interest on her national debts, together with her annual expenditures to maintain her armies, is required to pay annually $1,965,000,000. When it is understood that this enormous sum comes out of the earnings of labor, it is not surprising that workingmen want to emigrate.

Digitized by Google

GYMNASTICAL ARGUMENTATION.

We have before us the biennial report of Mr. Frank A. Flower, Commissioner of the Bureau of Labor and Industrial Statistics of the State of Wisconsin, for the term ending Sept. 30, 1886. Our purpose at this writing is not to review the report, but rather to call attention to a few paragraphs of lofty tumbling in the Commissioner's prefatory remarks.

Mr. Flower devotes much valuable space to the discussion of co-operation, and tells his readers that his hope "was to induce workingmen, unions and assemblies to turn their attention from strikes, denunciation of capital, boycotts politics and bickerings, to the practical and laudable business of saving money, and building up material interests of their own through the medium of co-operation."

Mr. Flower, while committed to co-operation, does not regard all its adv - cates as mentally sound. Co-operation is well enough, but does not rise to the dignity of being "*the* law of the new civilization," and he points out some of the vagaries which enthusiastic advocates incorporate into their advocacy of co-operation.

The Wisconsin Commissioner does not adopt the declaration of the American Sociological Society, that "Thou shalt make thy neighbor's interest *identical* with thine own." He thinks such a condition of things will not occur until "the creator makes all his children perfect."

The commissioner refers disappointingly to the schemes of certain notorious socialists and anarchists, and expresses the logical opinion that "it is impossible, by law, boycotts, bayonets or dynamite to place us all upon the same general plane." But our purpose is to note more particularly the following rich and racy views of some things not usually found in statistical reports or works on political economy, in fact, nowhere have we seen such displays of gymnastical argumentation as Mr. Flower produces in his report. Mr. Flower says:

"To any fair student of nature the question, (the placing of us all upon the same general plane) seems not even debatable. The creator has made high mountains covered with eternal snows, and deep valleys carpeted with perpetual green; placid lakes and broad oceans for commerce, and roaring waterfalls for mills and factories. He sends the pine high into the clouds, and trails the arbutus about its giant roots; rears the oak on the hills, gnarled and tenacious to withstand storms and strengthen ships, while ivy, bitter sweet and wild morning-glories cling to its rough trunk and sinewy arms for nourishment and protection. He made the lion fierce and strong; the lamb timid and weak; the tiger aggressive and destructive; the cow quiet; the horse submissive and the mule obstinate."

"And so has He diversified the qualities of the human family, variously mixing ambition, foresight, sloth, thrift, love of beauty, slovenliness, piety, wantoness, strength, weakness and depravity in friends, neighbors, brothers and sisters."

We submit that the foregoing is flying trapeze literature, ground and lofty tumbling argumentation, somersaulting logic. In a dime novel it would be called "clap trap," but to hitch it on to any branch of statistics or the labor question it becomes simply damphoolism. If the Wisconsin Commissioner of Labor and Industrial Statistics has any friends, they should dissuade him from farther attempts to write himself down an egregious ass. In the name of the commonest common sense what class of men do the "high mountains covered with snow" represent in Wisconsin? What branch of its citizens do the "deep valleys carpeted with green" stand for? Who are like the "placid lakes and broad oceans," the roaring waterfalls, the "pines high in the clouds" the "gnarled oak on the hills?" Who do the "arbutus," "ivy," "bittersweet

Digitized by Google

and wild morning glory" personate? Who are the "lions," "lambs," "tigers," "cows," "horses and mules?" No wonder Mr. Commissioner Flower is of the opinion that all people cannot be placed upon the "same plane." Mr. Flower surveys the field and concludes the valley with its green carpet can't climb to the top of the mountain, "covered with eternal snows," and we don't suppose the valley will try to climb that high. The placid lakes and the broad ocean will have to remain where they are for a while, and the 'roaring waterfall" will never be able to babble like a brook, and the "arbutus, the ivy, bittersweet and "wild morning glory" will cling to the trunks of the "pines" and the "gnarled oak" for subsistence, They can't be got onto the same plane, and the lion, tiger, lamb, cow, horse and mule will remain for awhile yet on different planes, all of which being *so* because the creator hath *so* decreed. What is the use of hunting up statistics about labor and industries in Wisconsin? Besides the creator has diversified the human family "variously" and "amazingly" in Wisconsin. "Friends, neighbors, brothers and sisters," he has placed on different "planes" by mixing a dozen different ingredients in them. Again says Mr. Flower in his flowery style:

"Everywhere in nature we see diversity and it is contrary to logic and the plan of Creator to attempt to place mankind upon an exact and common level, like a row of automatom soldiers, all moving together in response to a common chord, without individual ambition, characteristics or hopes. It is absurd as that every tree in the forest should be the highest."

This Wisconsin Commissioner of Labor and Industrial Statistics, by injecting such drivel, balderdash, into his report, reduces it to the profoundest depth of imbecility. If any inference is to be drawn from such stuff, it must be that the Creator has made man as he has made mountains, rocks, valleys, trees, swamps, lions, tigers, cats, dogs, horses. mules; fixed them in certain conditions where by irrevocable laws they must remain, and this idiotic, drool, slobber, is printed in a state document, treating of labor and industries, the fundamental factors of the national prosperity.

A bedrock proposition of the government of the United States and of Wisconsin as well, is that all men are created equal. The prerogatives of citizenship emphasize the declaration of independence. There is therefore a plane or planes upon which all Americans alike stand upon absolute equality, they are said to be equal before the law, and that is true of the letter of the law though it may not be true always in practice. The facts being established that all men are created equal, in this country at least, all being equal in the rights and privileges of citizenship, all being equal before the law, why should Mr. Flower be ambitious to gain notoriety as the champion ass of Wisconsin, by saying that "it is contrary to logic and the plan of creation to attempt to place mankind upon an exact and common level." We have done that very thing. The equality of man is an eternal and a divine fact. "God is no respecter of persons," It is so written and Mr. Flower will not be able, we think, to change or modify this decree.

But there is a diversity of conditions, the result largely of vicious laws, practices and policy, and it is to better conditions, to point out and remedy errors and wrongs, that in this country is now regarded as a supreme requirement, and to help on the good work, Labor and Industrial bureaus, have been established by law in fifteen States and by the Federal Government, but if they were all in the hands of such feeble mouthed men as Wisconsin has selected to serve its Bureau, a collapse might be expected at any moment, for Mr. Flower is engaged in the work of impressing the minds of laboring men of that state that God not only made them a little lower than the angels, but "a right smart chance" lower than men who require them to pay tribute, that the rich

Digitized by Google

may grow richer off of their sweat and toil.

The demand is that labor shall receive an equitable share of the wealth it creates. It may be difficult to solve the problem, it may take time, but its solvable equity can be reached. That done we have equality of conditions, we have justice and rights. Truth has then triumphed over error.

Laws will have to be repealed and others enacted. The laws will have to be righteously and fearlessly administered, the antiquated practices of courts wherein technicalities permit criminals to escape just penalties must be swept away, and justice, a supreme necessity must no longer be a luxury to be enjoyed by "Christless whelps," whose vocation is robbery. Fair play is said to be a jewel, and all men are entitled to fair play. It is a plane upon which all men can stand, and that too without crowding. Mr. Flower, the Commissioner of Labor and Statistics of the great State of Wisconsin, should be required to revise his theories or he should be dismissed.

•

The Railway Service Gazette, refers to train dispatchers as a class of men who do not get rich on their salaries, and adds, that "few persons in the world are called upon to undergo such mental and physical labor. It is not strange that the train dispatcher gets "rattled" sometimes. The only wonder is that he does not go to a lunatic asylum oftener. And yet there is not a train dispatcher in the whole country who is not overworked. They are required to be on the alert, when every consideration demands that their minds should be relieved of the terrible strain which their duties impose. The wonder is they do not more frequently get "rattled," and the question is one in which all who travel on trains are profoundly interested, and one which sooner or later, will be regulated by law.

A new project, relating to dwellings has been started in London. A block of tenements has been erected for workingmen, with rent ranging from seven to nine shillings a week. The proprietor proposes, after receiving a net dividend of from four to five per cent. on the investment, to divide the remaining profits with the occupants of the houses. It is also proposed to make such arrangements with tenants that they can by easy payments, purchase the houses in which they live.

— • —

Paper bottles were patented in the United States in 1883, since when, patents have been secured in all desirable European countries, and now the manufacture of the article will proceed upon a large scale in Boston. The paper bottles, it is contended, possess many properties which make them superior to glass or stone ware, and an extensive demand is anticipated.

— — • — —

The time is now at hand when steel will take the place of wood for railroad ties, They are adopting the steel tie in Mexico, and they give satisfaction. They will last, it is said, from thirty to fifty years, while the best white oak ties last only from five to six years.

— • —

Father McGlynn has concluded that he will not go to Rome. He thinks he understands the land question better than the Pope.

• —

There is land in the city of London which recently sold at $65.80 a square inch, or at the rate of $7,500,000 an acre.

— • —

The transit revenue of the Suez Canal is about $10,000,000 a year.

— • —

The Heart's Arithmetic.

Though like the sacred lights above
May shine the poet's golden name,
One little hour of simple love
Outweighs a million years of fame.
Henry W. Austin, in Southern Bivouac.

Digitized by Google

Home.

'Mid pleasures and palaces though we may roam,
Be it ever so humble, there is no place like home!

Home—what a hallowed name! How full of enchantment. What pictures rise and float before our vision at the mere mention of this magic word. Light, warmth, loving faces, merry laughter, smiles like flashes of sunshine, tender words, sympathy and loyal hearts. The circle of happy faces, willing fingers, and little jests. The easy chair, the father, the loving mother, brothers, sisters, friends. How dear to the heart. Home is the magic circle within which the weary spirit finds refuge; it is the careworn heart's retreat from toil and unquietness of life. Ask the lone wanderer as he plods his weary way, bent with the weight of years and white with the frost of years, ask him what is home. He will tell you "it is a green spot in memory; an oasis in the desert; a centre about which the fondest recollections cling with all the first love of youth. It was once a glorious, a happy reality, but now it is only an image of the mind." Sooner or later, however, we must all learn the same hard lesson; all pictures cannot hang in the light. Ask the little child what home is. You will find that to him it is a world—he knows no other. Home is the spot where the child pours out all of its complaints, and it is the grave of all its sorrows. Home is the place of confidence. If home be indeed a home, treachery and deceit exist not there. We need not fear to unfold our griefs, unburden our sorrow, for here we find sympathy, comfort and cheering help. What has the busy and garish world to do with us and our sorrows? Home is a place of refuge. Tossed day by day upon the rough and stormy sea of life—harassed by worldly cares, the weary spirit yearns after repose, it seeks and finds a haven of rest in the peaceful delights that home supplies. Home is a place of rest—we feel it is so when we enter it after the busy cares and trials of the day are over. We may find enjoyment elsewhere, but it is not the joy, the satisfaction of home. Of the former the heart soon tires, but the latter never. You that have homes, bring sunshine into them; let not your hands fling the lightest shadow there. Allow no rain dreams of glory, no worldly ambition to come between you and the love of home. They are too tender and sweet to bear the gaze of strangers. How often we hear persons speak of the home of their childhood. Their minds seem to delight in dwelling upon the recollection of joyous days spent beneath the paternal roof when their hearts were as light and free as the birds. Home! how sweet and tender is the word! What a blessing it is when weary with care and burdened with sorrow, to have a home to which we can go, and there in the midst of friends we love, forget our troubles and dwell in peace and quietness. How deeply interwoven are the golden filaments of these associations. Here we meet all whom we love and call ours: all that makes earth beautiful, that enriches the mind and ennobles the character. Home is the boon which infinite mercy has given to erring mortals, designing by this to knit as in the bond of love, to grant us a concentrated place where the brighter home may be shadowed in our hearts. It is the abode and resting place of individuals, allied to us by ties of nature and affection. It is the place where our hopes and happiness, our tears and sighs, have ever blended, and over it may the twin angels of purity and love ever hover, to guard and to defend it from unholy intrusion. Verily, to have had a happy home is to have had a foretaste of heaven.

G. H. Whitney.

Jack's Racket.

The "98" lay sidetracked for the east bound passenger, and Clark, the engineer, turned to his fireman, who was very solemnly examining the contents of the lunch pail, and said:

"I say, Jack, have you got over the tussel you had with that bull dog awhile back?"

Miller looked up with his soul full of peace and his mouth full of ham—he said, "Eh."

Clark repeated his question. "Oh! All right I guess" was the answer, and then after some moments reflective chewing—said:

"He's dead."

"Who, the dog?"

"Yes, the dog."

"How did that come?"

"Rheumatic Pneumatism, I reckon."

"What in the dev—dickens is that?"

"Why, don't you know what Rheumatic Pneumatism is? It comes from wearin' poison colored socks, you know," and the fireman's left eyelid quivered slightly.

"Oh, come off, Jack; give us the straight of it," laughed the engineer. But Miller grew reserved, he said:

"Maybe you think I'm lyin' about it. Allright, maybe you're callin' me a liar; of course I'm nothin' but a fireman and ain't no good. You're the engineer and boss of this prayer meetin,' you are," and he consoled himself with another bite of ham.

"Well! great guns, Jack! What have I done now? You are always flying off the handle—"

"You ain't done nothin,' of course," sneered Miller, "You're perfect. You would'nt do *anything* to hurt a feller's feelin's, you wouldn't" and he turned away disgusted.

"I'm sorry, Jack, if I said anything wrong,

Digitized by Google

but, is the dog really dead?"

"That's what I said, was'nt it? You see, I thought they did'nt feed him enough, considerin' how hungry he acted that night, so the other day I bought a lot of meat and filled him chock full up to the crown sheet. It set in on him and—he died."

"Did your girls' folks suspect you any?" asked the engineer.

"No," answered the fireman, "I don't think they did. I'm way up people at that house, now, you bet."

"That so? I'm glad you are all straight with the old man again," said Clark.

"Well, everything ain't altogether right, just yet awhile, but I guess it will be soon."

"How's that?"

"You see, after the dog went on the scrap pile I felt a little skittish 'bout stoppin' at that station, 'till one day, when I was goin' by on a forty mile order, the girl flagged me down. I put on the air and stopped; asked her what was wanted and she said she was awful sorry I had been treated so mean, and asked me if I was goin' to the dance; said the old man was away tendin' a case—he's a doc—and the dog was dead and I had a clear track. Say! Maybe I did'nt stay with that snap. Well, that night we went to the dance. It was hightoned from the word go. I ain't a dude nor I don't part my hair in the middle, but if there's anything I can handle to perfection, it's a high toned dance, only I don' like that slippery stuff they put on the floor. Slip! you ought to have seen us. We couldn't get started at all, 'till we got in the corner and took a run for it. It was the 'Racket' we was tryin' to dance, and if there's anything I pride myself on, it's the 'Racket,' but I can't do anything on a soaped rail 'cept slip, and there's no use tryin.' Things looked purty blue, we'd got our orders long ago and I knew we'd be layin' something out if we didn't get a move on us sometime, so I excused myself and went out and got a pocket of sand. When I got back the orders was changed and the band struck up a waltz. I didn't say nothin' and when we got the signal to leave town I grabbed a handful of the sand and put it on the rail. We kept on that part of the floor and got along all right, but I heard one dude say something 'bout its bein' kind of rough around there. After while they danced the 'Racket' again, and as bad luck would have it, we were on the other side of the hall, where the floor was like ice. I knew my girl was dyin' to go on with the dance, and I made up my mind to run that train through or wreck it, one or the other. I got in the corner, coupled on to it and swingin' one foot and waitin.' The conductor gave the signal; the band struck up, and with the throttle open to the last notch we started, and the funeral began. But you can bet it was the liveliest old burial procession you ever saw. Down the track we went, wreckin' everything in the road, took in the sidetracks and all. I whistled for the switch, rung the bell, hollered, yelled, done everything; no use. The throttle stuck on me, could'nt shut her off. So I reversed her and jumped; would have gone thro' the side of the house if I had'nt. You ought to have seen that ball room though. I never saw so many folks piled around since the roller rink closed; looked like a cyclone or a revival or something had done it up. I was'nt hurt much, only a little shook up. Don't I look pale?"

Clark surveyed the grimy face before him for a few moments, and said he thought he did

"Yes, I feel pale" admitted the fireman frankly.

"But I thought you said you were way up people at your girl's house. Surely after making such a circus of *her* the old man must have it in for you."

"I don't know about that," said Miller, "but I heard he was lookin' all over town fer me, and you bet I don't look around for people I don't like. Do you?"

But the engine, popping off, drowned Clark's reply. *Clel Miller.*

Signs of Coming of Spring.

When country roads begin to thaw
In mottled spots of damp and dust.
And fences by the margin draw
Along the frosty crust
Their graphic silhouettes, I say,
The Spring is coming round this way.

When morning-time is bright with sun,
And keen with wind, and both confuse
The dancing, glancing eyes of one
With tears that ooze and ooze
And nose-tips that weep as well as they,
The Spring is coming round this way.

When suddenly some shadow-bird
Goes wavering beneath the gaze
And through the hedges the moan is heard
Of kine that cease to graze
In grasses dead, I smile and say,
The Spring is coming round this way.

When knotted horse-tails are untied,
And teamsters whistle here and there,
And clumsy mitts are laid aside,
And choppers hands are bare,
And chips are thick where children play,
The Spring is coming round this way.

When through the twigs the farmer tramps,
And troughs are chunked beneath the trees,
And fragrant hints of sugar camps
Astray in every breeze,
The early March seems Middle-May,
The Spring is coming round this way,

When coughs are changed to laughs, and when
Our frowns melt into smiles of glee,
And all our blood thaws out again
In streams of ecstacy,
And poets wreak their roundelay,
The Spring is coming round this way.

—*James Whitcomb Riley.*

Digitized by Google

MECHANICAL DEPARTMENT

"Centre of Motion" vs. "Axis of Motion."

MR. EDITOR:—A friend of mine, for fifty years one of the first railway mechanics in the world, defined for me the meaning of the above title in the following precise words, which I have in his own handwriting:

"I have always understood the axis to be the quiet centre around which all the particles contained in a body rotated, it, of course, in that case would be an *imaginary* line that would pass through a roller in a wheel or rim.

"Let the position be fixed in the centre of the roller or rim, the *centre* and *axis* are one and the same."

It is this proposition which I propose to consider in this article and to show and prove by the accompanying illustration, that the "*centre of motion*" is one thing and the "*axis of motion*" *another*.

There is a point in the construction of language that seems one of the best answers I can give; the centre being an imaginary line, how can something rest on nothing? Worcester gives the definition of axis as, 1, The line, real or imaginary, that passes through any body *on* which it nay be supposed to revolve. Let us take the driving axle of a locomotive, say seven (7) inches in diameter, we find its centre by a depression in the centre of the axle, say of the letter >, the centre of motion is an imaginary line through the axle at the point in the > —a— < while the "axis of motion" is the upper half of > which supports and carries the weight of the axle on the cone of the lathe centre.



The illustration above will enable us to apply this reasoning to the mechanical construction of a locomotive.

Line A-A is the base parallel line, B4 the base vertical line, the centre of motion the point where these two dotted lines cross each other, the three dotted circular lines will represent the lines of the movements in the driver of a locomotive when off the rail with the speed of rotation only. Line A is the outer line of the wheel; A2 the line of the crank-pin, and A3 the centre of, and the dark lines of the counter-balance. In accordance with this proposition, next in order will be to find the "axis of motion." It is the usual custom to fill the cellar-boxes with wood for this purpose, and this wood-bearing becomes the axis of motion, and for a seven-inch axle the axis of motion will be three and one half inches below the centre of motion, and just so much as this, is the locomotive *out of line*. The axle box is of course in its place above and carrying the weight above the centre of motion, but all this weight carried on the wood in the cellar box. My calculations are based on the following data: Say Penna. R. R., class B locomotive, 18x24 in. cylinders, 5x8 drivers, A3 the counter balance. We now come to one of the most complicated questions in mechanics: how to properly counter-balance rotating and reciprocating parts in combination, in the line of the application of power and revolution at A2; say these are the weight of the projection of the crank-pin with rotation only, moving in a circle of twenty-four inches, while piston, piston-head, cross-head, connecting and parallel rods are moving in an angle and plane of reciprocating motion the rule as I understand it, is to weigh the projecting weight of the crank-pin and one-half the parallel rod and boxes for the rear driver, and to the front driver add the additional weight of boxes and one-half the weight of the connecting rod, assuming that the other half of this is carried by the cross-head. This rule will make the weight of the counter-balance more in the front driver and less in the rear one. This is the present rule. The old one was to use the same weight for both. In this case A3, the counterbalance is figured as three hundred pounds for each driver.

It is in this condition as here shown and described, that locomotives are tested for balance. Will any good Mechanic tell me how long, and at what speed he can run a line of shafting counter balanced with eighty-five per cent of the weight carried in circle A3. to fifteen per cent. more weight carried in circle A2.

This article and the illustration, deal with the speed of rotation only; my next and its illustrations will treat of the speed of translation added to the speed of rotation,

WILLIAM E. LOCKWOOD.

PHILADELPHIA, PA. February, 11, 1887.

Digitized by Google

COMO, COL., Jan. 31, 1887.

MR. EDITOR:—In your January issue, I notice a question from "Jerk Water" that I can answer to my satisfaction if not to his. The crank pin on an engine that has a 24 inch stroke, travels 3x24, or 72 inches in one revolution, and the cross-head travels 48 inches. They are attached to the same rod and as the cross-head has to travel slower some time in the stroke than the pin, there must be some place in the stroke that the pin will not move the cross-head as fast as it will in others. Now, I will try and tell him where they are when the pin is on the forward or back centre. The pin will not move the cross-head as it will when it is on the top or bottom quarter, for the pin at the centre is going directly across the path of the cross-head, and when it is on the quarter it is going almost on a line with it, and as in another, it follows that the cross-head would move slower when the pin is on the centre. And now I would like to ask if any reader of our Magazine can tell me how it is with the pressure in a boiler. I have read that the pressure was the same, top and bottom, regardless of the weight of the water. I would like some one to tell me why the water does not add its weight to the pressure on the bottom. JIM CROW.

HAMILTON, ONTARIO, January 21st, 1887.

MR. EDITOR—DEAR SIR: I think it would be of much interest to many persons engaged in the Mechanical Department of our Railways, as well as myself, if some of your correspondents, who will no doubt have the knowledge, and I hope the inclination, would assign, through your columns, some valid and good reason why an engine will steam well with a single blast orifice of 3¼ in diameter, and the same engine will not steam with a double blast of greater diameter than 2⅞ in each, or in other words, when one exhaust can only occur at a time, why should not both nozzles, each, have the same area as the one, and steam with equal freedom which as a matter of fact it will not do.

Yours respectfully,
JOHN HALL.

SALIDA, COL., February 10th, 1887.

MR. EDITOR:—Will a locomotive wear her drivers more on one side than on the other? If so, why? QUIDNUNC.

A valve gear has been patented by Mr. Louis W. Bryan, of Quincy, Ill. It is an improvement especially designed for steam pumps, and the valves are so made as to be relieved from all pressure when they leave their seats, thereby balancing, so that only a slight spring is required to complete their stroke after being started.

AFRICAN "SOUND TELEGRAPHY."

A Primitive Solution of the Problem of Short Distance Communication.

The system of sound telegraphy used by the people living on the border of the Gulf of Guinea, West Africa, is of interest as a primitive solution of the problem of communication through short distances. The instrument is made as follows:

Take a log of hard wood, about two feet high and about a foot in diameter Plane off one side longitudinally to a surface four or five inches wide. In the centre of this surface mark off an elongated and somewhat distorted Greek cross. The longer arms are placed longitudinally, and occupy about one-third of the plane surface. The transverse arms are three times as broad, and extend entirely across this surface. The natives dig out the wood within the outline of the cross, and from there gradually hollow out the whole log. The sides, beginning at the centre, are trimmed off laterally toward the ends, which are rounded off. The instrument is now ready. It will be perceived that by the methods above described we have a hollow drum with four tongues in the centre, each of a different thickness, so as to produce a different sound when struck.

Two pieces of bamboo, the size of a man's wrist and about two feet long, are selected and stripped of the hard outside, which leaves the soft, pitchy portion for use. This bamboo is of a peculiar kind, free from knots and solid throughout. With these sticks, used in the proper manner on the four tongues of the drum, a combination of sounds is produced, which, in connection with time as used in music, forms a perfect telegraphic language, readily understood by the initiated, the air being the transmitter. With this simple instrument the natives of the gulf of Guinea readily communicate with each other for a distance of a mile at least on land and a much longer distance by water. Messages can be sent long distances in a short time by parties at different points passing them along from one to the other. The writer has seen canoes coming down the river from the bush markets signaling people in the town and giving and receiving general news at a distance of fully three miles.—Scientific American.

Philadelphia Evening Telegraph.

At Cedar Rapids, Iowa, Mr. Bushnell, Master Mechanic of the Cedar Rapids and Northern Railroad, has established a night-school for mechanics and apprentices, who are kept from drawing, etc., until they are thoroughly grounded in the necessary mathematics. There are many applications from the best class of young men for admission to the school.

Digitized by Google

The Inventor of the Lifeboat.

Joseph Francis, who became famous as the inventor of the first practical life-saving car and whose service Congress has proposed to recognize with a gold medal, has lived for many years at the Stevens House in lower Broadway. He is a cheerful old gentleman of eighty-five His gray hair is smoothed carelessy over his square, ample brow, while his gray mustache and small imperial give a pleasing expression to his mouth His pale blue eyes twinkle beneath shaggy eye-brows and beam on everybody and everything with merry cheerfulness, as if he were on good terms with the whole world. He wears old-fashioned broadcloth trousers and an old-fashioned frock coat, and an old-fashioned collar encircles his throat. He lives quietly and modestly, and many had forgotten that he still lived until the Chamber of Commerce called the fact to the attention of Congress last fall and urged that the services of this venerable inventor be fitly recognized.

Mr. Francis began the study of life-saving methods when he read about terrible shipwrecks in his school days. When only eleven years of age he made a small boat with compartments in the bow and stern, which he filled with blocks of cork. He was almost beside himself when he filled the boat with water and found that not only did it not sink, but that it floated with four men in it. It was the first real lifeboat built in the country. He improved upon this and sent his invention to the Massachusetts Mechanics' Institute and received an award. It was the first bit of public encouragement that the boy inventor had received, and then men with brains and money became interested in him. In 1825 he made a lifeboat with air chambers along the side in addition to the cork compartments in the bow and stern. When he launched it, it struck the water heavily and went down out of sight. It came up again instantly and right side up and several men got into it, but were unable to upset or sink it. Then he took the boat to Philadelphia to exhibit it, but England was the first to order two boats of this pattern for service on the Canada coast. Orders then poured in for life-boats of the same pattern, and he received orders from the Emperors of Brazil and Russia for State bargers.

Francis continued his experiments, and in 1838 perfected a covered life-car for taking people from a wreck to the shore on a hawser. This was made of wood, and when he found that it could not withstand the banging on rocks and ledges, he set to work to build one of iron and got a patent on his successful invention in 1845 He tried to get the Secretary of the Treasury to take interest in the invention, but the official gave him no more encouragement than if his "new-fangled contrivance" was found successful at a wreck on the New Jersey coast the government would then look into it. Francis was not disheartened, but took his boat to the Jersey coast and waited till the stranding of the British ship Ayshire in a furious storm on January 12, 1850. She had 200 people on board, and after the life-savers had secured a hawser to her the life-car was sent out. Its first trip brought five persons to the shore. Within the next two hours everybody save one man was landed on the beach. This one man jumped on the car as it was leaving the ship and was swept overboard by a sea. This success made Francis well known. Shortly afterward he went abroad for his health, and he gave a special exhibition of his life-car on the Seine before the Emperor Napoleon, who knighted him and gave him a gold snuff-box which bore the Imperiai initial and a crown set in blue enamel and studded with eighty-six diamonds. He was also honored with medals and diplomas of merit from other crowned heads, and when he returned home the government had adopted his life-car and pontoon wagons.

A railroad ditching machine has been patented by Mr. Alonzo H. McGrew, of Hurley, Dakota Ter. This invention covers an improvement on a former patented invention of the same inventor, the object being to facilitate and make more easy and certain the dumping of the contents of the scoop than was possible with the prior construction.

A car coupling has been patented by Mr. John H. B. McCray, of Kellersville, Ill. This invention consists of a drawbar with curved face coupling hook, connected by a chain with a lever pivotally mounted in a slot formed in the end timber, with other novel features, whereby cars may be coupled without danger of accident to the train men.

A railroad gate has been patented by Mr. Nathan Harris, of Wabash, Ind. It is pivotally supported to form a barrier across the track, and has a crank arm connected to a cylinder by a flexible pipe, a piston fitting the cylinder to compress air therein, and the device being automatically operated by a passing train to open the gate and adjust it to a normal raised or closed position after the train has passed.

A pressure regulator has been patented by Mr. George W. Lawton, of New York city. It has a main piston cylinder and a valve chamber connected, the latter being connected by a pipe to a reservoir, boiler, or conduit, in which pressure of water, air, steam, or gas is maintained; and the construction is such that when the pressure rises above the required point it will operate the valve in the valve chamber.

Digitized by Google

Engineering Inventions.

A signal has heen patented by Mr. Jacob F. Reithmayer, of Lansdale, Pa. It is made with a bar carrying a flag or light and normally held within a casing by a spring catch, but so arranged as to be moved forward by the action of a weight when the catch is withdrawn by a tripping mechanism actuated by the train.

A car door fastener has been patented by Mr. Henry C. Singiser, of Mechanisburg, Pa. This invention covers a novel form of construction intended to do away with all loose swinging attachments heretofore carried by the car door, and serves to hold the door tightly closed, irrespective of the jogging or jolting of the car.

A coal and ore car has been patented by Mr. Lester J. Barr, of Ashland, Wis. It has a hopper supported by a truss frame, with two sets of dumping doors in the bottom, operated by rods extending through cross bars at the top of the cars will carry a maximum load, and no manual labor will be required in discharging a car of its contents.

A boiler cleaner has been patented by Messrs. ames Miller and George Feeny, of Amabel, Ont., Canada. It is a brush formed of steel wire mounted in a head hinged to a block, on one end of a manipulating bar or rod, which passes loosely through the block, and upon either side carries two arms or lugs, which project at right angles from the rod.

A cable grip has been patented by Mr. Lewis B. White, of New York city. It is operated by compressed air, a piston from the cylinder containing which operates a rod having laternal projections, and connected with cable gripping jaws, constructed after a novel plan, that is calculated to grip and release the cable rapidly, and hold it firmly and securely.

A steam engine has been patented by Mr. Herman Knebel, of Birmingham, Ala. It is a rotary engine, with a shaft provided with a piston having a head, and extended thence outward in opposite directions, making an engine which may be revolved in either direction, and which avoids dead centres by causing the crank pin or eccentric portion to serve as a piston head.

A car coupling has been patented by Messrs. Thomas W. Talbot and J. Lucco, farmer, of Florence, S. C. It has two connected drawheads at right angles to each other upon trunions, whereby either drawhead may be presented as desired, one of them being constructed as a throat, with coupling hooks and locking devices, and the other as a projection adapted to fit into the mouth of the opposite drawbar.

A steam plow has been patented by Mr. William Lay, of Omaha, Texas. A steam boiler and engine suitably mounted on a frame revolve a shaft on which are dicks carrying several pairs of shovels, which are forced into the ground vertically and drawn in an inclined position, loosening and raising the ground, and at the same time propelling the plow forward.

A method of, and apparatus for cooling furnace bosh jackets has been patented by Mr. James L. Michael, of Glen Wilton, Va. This invention covers new means of applying and controlling the water, the construction being such that the water sprayed against the bosh from perforated tubes flows rapidly down to several troughs so arranged as to allow currents of air to act on the water and keep it cool.

A gas engine has been patented by Mr. Johannes Spiel, of Berlin, Germany. It has novel devices, whereby, with the first stroke of the piston, an explosive mixture of air and benzine, or naptha, etc., is sucked up, while with the second stroke the mixture is compressed, and during the third stroke ignition at the dead-point takes place, with explosion and expansion, the ignited gases being expelled with the fourth stroke.

A jointed link for engines has been patented by Mr. Edson Doe, of South Newbury, Vt. Combined with the crank shaft of an engine, the eccentric at ached thereto, and the eccentric rods, and the crank shaft connected with the valve stem, is a jointed link and its holding bar, intended to give a perfect lead and cut off on both forward and back motion, each eccentric working independently, and one part of the link not affecting the movement of the other part.

The operating of mine doors forms the subject of a patent issued to Mr. Peter F. Snyder, of McKeesport, Pa. A rock shaft is arranged alongside the track, and pivoted to it is a guard or push bar, rotated by contact of the cars as they pass along, the mine door being connected with the shaft by a peculiar mechanism, which raises the latch and swings the door open when the shaft turns in consequence of the lateral pressure of the cars.

A compound water gauge for steam boilers has been patented by Mr. David Pyke, of Philadelphia, Pa. It consists of three parallel glass tubes, with elbow couplings at their ends, having offsets in their inner arms, with valves and cocks and a three-way globe valve connected with the ends of the center tube and with the elbow couplings, with other details, to surely indicate the state of the water should one or more of the connections become clogged.

Digitized by Google

A check valve has been patented by Mr. Adam D. Glace, of Rocklin, Cal. This invention covers certain novel features in the making of a simple and inexpensive valve, intended to close positively to cut off a back pressure, thereby promoting durability and avoiding an overheating of an injector or inspirator, and preventing waste of any fluid passed through the valve.

A rotary steam engine has been patented by Mr. William F. Lawrenz, of Duluth, Minn. It consists of a concentric disk and shaft, with a valve provided with inlet, outlet, and reversing ports, and devices to operate the valve from the main shaft, the engine being simple in construction and direct in its action, while it can be reversed at any point of its stroke.

A safety attachment for locomotive tenders has been patented by Mr. Charles W. Dikeman, of Racine, Wis. It is intended to facilitate the escape of the engineer or fireman foreseeing a collision or other accident, and consists of an arm made to swing out some sixteen feet from the tender, bearing a man with it, upon the man standing upon a step which controls the swinging arm.

A car coupling has been patented by Mr. Albert M. Gregory, of Newton Factory, Ga. Combined with a drawhead, pin, and weighted pivoted block, is a cord secured to the upper portion of the stop block and extended thence rearwardly, whereby the block may be operated to release the pin, there being sufficient play to enable the proper coupling of drawheads of different heights.

A condenser has been patented by Mr. Richard T. Isbester, of Chattanooga, Tenn. It consists of a novel construction and arrangement of connected compartments and steam and water pipes, the steam pipes passing through fresh water pipes and compartments in such away that the apparatus is very compact, and adapted for effectively abstracting the heat from any fluid or gas.

A flue broom has been patented by Messrs. Peter Light and John Luscher, of Frankfort, Ky. It is an expansible broom, in which the broom sections are adjustably supported by radially slotted disks secured to the ends of a tubular shaft, with means for guiding the broom sections at the periphery of the disk, whereby a single broom may be adapted to flues of different sizes, or readily adjusted to compensate for wear.

A car coupling has been patented by Mr. James B. Force, of Portville, N. Y. The drawhead has a horizontally ranging link socket with a downwardly and backwardly inclined floor, a vertically ranging slot crossing the socket, and other novel features, making a coupling which can be adjusted from either side or the top of the car, and may be readily used in connection with cars having the common link and pin coupling.

A steam governor has been patented by Mr. John Gerhardt, of Montreal, Quebec, Canada. The governor valve is operated by pivoted vanes arranged to be acted upon by centritugal force and the resistance of the air for opening the vanes against the tension of a main spring arranged to normally hold the vanes closed or drawn inward toward the axis of the governor.

More Sand Than Sense.

A fellow came down the hill one day
And the wind could hardly keep out of his way;
The air was good and the brakes were set,
And he waddled his head with a you-can-bet
That "I'm a bold young engineer,
Never saw anything that looked like fear."
And this is the way the brakemen,
When the birds were singing one morning in May,
Young Yanker came down the mountain.

The station agent flew out of the door
As the train went by with a rush and a roar,
Saying: "Young hopeful's exceedingly flip.
He must be making his maiden trip."
And when he had showed us how fast he could run
He pulled the whistle for brakes for fun,
And this was the way all summer, each day,
A little too sudden, the "Supt " would say,
Young Yanker came down the mountain.

The gafter and stoker would congregrate
And the youthful conductor would then relate
How the old-time runner would take it slow
And this daring young driver would let 'em go.
"Oh, well," says the hoary-haired knight of the punch,
"We'll pick him up some day all in a bunch"
And this is the way all summer, each day,
When the fields were fraught with the odor of hay,
Young Yanker came down the mountain.

A fellow came down the mountain one day,
His face was white and his hair was gray,
He shivered and shook as he stood on the deck,
And the bulk of his breakfast was up in his neck,
With the speed of a bullet he rounded a curve—
He would have got off, but he hadn't the nerve—
And this was the way, no cause for delay,
"Helletylarup," the "con." would say,
Young yanker came down the mountain.

The brakeman thought he was trying his hand,
'Till he pulled her over and gave her the sand,
Then the con. and the gafter flew over the deck,
And the speed of the train was beginning to check:
With the aid of the engine they finished their work,
And the cars all came to a stop with a jerk.
And this is the way the trainmen say,
On this sere and serious autumn day,
Young Yanker came down the mountain.

Then he traded a lot of his sand for sense;
With a lot of hilarity he learned to dispense,
He has no desire his card to exceed,
And takes better care of his fiery steed;
His face wears a look that's serene and sublime.
He strikes every station exactly on time.
And this is the way, the officers say,
In the darkness of night on the stormiest day,
Young Yanker came down the mountain.

—*C. C. W., in Salida News.*

Digitized by Google

His Life or Theirs.

Youth's Companion.

In looking over the telegraphic dispatches in a newspaper a short time since, I came upon a brief account of a railway collision in the West. The engineer of one of the colliding locomotives had displayed a touching heroism which had undoubtedly saved the lives of many passengers; and not only was he the only person killed, but no other was even seriously injured.

Incidents of courage and self-sacrifice are by no means unusual among railway men as any reader of the daily newspaper knows, and after reading the dispatch above refered to, I merely said to myself, "One more brave fellow gone." Just then the concluding sentence of the dispatch arrested my attention. "The name of the brave engineer was Samuel S. Homan."

Homan? Samuel Homan? The name was familiar. I had once known a boy whose name was Homan, and he had left school to become a locomotive fireman. Later in the day I learned conclusively that the dead engineer was really my boyhood acquaintance, and many old-time memories rose as I thought of him.

He was the champion base ball player of our class during the first year at the High School—not a showy, but a very thorough, sure player. Perhaps he gave too much time, interest and attention to the game; the ordinary boy cannot put himself heart and soul into athletic amusements and stand high in his studies. And Homan was not a quick scholar. He was one of those boys who are obliged to give time and hard study for what they learn.

Towards the end of the year we began to fear that he would not pass examination and secure promotion with the rest of us. For this reason during the last week we tried to "cram" him in his studies for we were eager to have him in our class the next year.

But Sam did not take kindly to the cramming process. I well remember what he said one morning when Plummer and I were drilling him in his neglected algebra.

"But if I haven't fairly got it, fellows, I don't deserve promotion, and perhaps it wouldn't help me much if I passed." Something in the way he said this made me always remember his words.

He did not pass, much to our regret, and a month or two afterwards he obtained a situation as fireman on the railroad that ran through our town. We used to go to the station to see him occasionally. In old, greasy, drilling overalls, with a smutty cap on his head, and face and hands grimy from contact with the coal and the oil of the locomotive, he did not look like the same boy that was with us in the High School. But he was, nevertheless, the same "solid" Sam, and we liked him as well as ever, if his hands were grimy. A boy's a boy for all that; and if he has honest stuff in him, a pair of white hands and a handsome suit of clothes do not make him truer or manlier in conduct or character.

It happened that Sam was promoted to the place of engineer, or engine-driver, sooner than is generally the case. I do not know that the promotion was on account of his merit entirely; but a vacancy occurred, and he was chosen to fill it after he had acted but a year and a half as fireman. The superintendent, no doubt, saw that he was a steady fellow, thorough in his work, and therefore to be trusted, although he was scarcely twenty years old at the time.

He now received three dollars a day, and sometimes more for extra running; and during the first year he received the prize, given by that company to the engineer who ran his locomotive with least expenditure to the mile of coal, oil and money for repairs. This at least shows that Homan was a careful and intelligent driver.

But in railroading there are always "chances," or risks, which may be encountered, so, at least, railroad men tell us. The most careful men on a railroad may meet with mishaps. Accidents certainly occur after a manner of seeming freakishness. For this reason it sometimes happens that a careful engineer may seem to be heedless, or at least, unlucky.

After Homan had been running his engine about a year an accident occurred, caused, it was said, by negligence on his part. At the end of his usual trip he was ordered one morning to take his engine back over the line to bring in a special train. His regular trip then occupied a part of the night, and he did not arrive at Polo, the terminus, until two o'clock in the morning. After a rest of only thirty minutes, he was, on this morning, started on his way back up the line with his locomotive.

An engine running alone on special service is termed a "wild" engine, and by the running rules of the railway on which Sam was employed the engineer is obliged to report his arrival to the telegraph operators at certain stations along the line, and to get an order from them to proceed before starting out.

It had been a bleak winter night; and the two boys no doubt had a cold time of it. I call them boys, for, though holding men's positions, Sam was not yet twenty-one and his fireman, Martin Fallon, was but nineteen. They stopped at Z Station at six in the morning, in the midst of a thick snow squall. Getting off the locomotive, half-frozen, Sam reported to the operator, and thought the man gave a verbal order to pro-

Digitized by Google

ceed. This the operator subsequently declared he did not give him.

Jumping into the cab, Sam started the engine at once in the thick, blinding squall, and was soon running at a high rate of speed. When four miles out from the station they came suddenly in violent collision with a down-freight. So thick was the weather, that neither Sam nor the freight engineer saw the approaching engine until they were within one hundred yards of each other. Neither of them had much more than time to reverse his engine when the collision followed; Sam and his fireman jumped from the locomotive, and landing in a snow bank were not greatly injured.

The freight engineer, however, had his leg broken, his fireman was instantly killed, and two brakemen were thrown to the ground, one of them killed and the other badly hurt. Both engines were wrecked—converted into masses of iron rubbish; and eight or nine freight cars, loaded with corn, were more or less injured.

He was at once dismissed from the company's service, and it was only out of compassion for him on account of his youth, the double duty he was doing, and the bitter severity of the night, that he was not committed for trial on a charge of manslaughter.

He was at once dismissed from the company's service, and it was only out of compassion for him on account of his youth, the double duty he was doing and the bitter severity of the night that he was not committed for trial on a charge of manslaughter.

So in one day Sam found himself dismissed from an honorable position in disgrace, and branded by the newspapers as a criminal who ought to be sent to prison. Almost all of us, his old mates, went to see him when he came home, after the investigation and his dismissal. He was the same Sam as ever, telling us frankly about the accident, with every little detail of truth, either for or against himself. He seemed to think that he had escaped with a less punishment than he deserved. Only when he spoke of the poor fellows who had been killed and injured, his eyes filled with tears and his lip trembled.

It would be a mistake to call such a man a "criminal." There was not the slightest taint of crime in Sam Homan! He said several times that he wished he had not jumped from his engine. No doubt by jumping he had saved his life, but if he was ever placed on another engine, he would not again forsake his post.

"It looks better for an engineer to stick to his machine and take what comes!" he said.

To the writer such a resolve seems to indicate a purely Quixotic devotion.

Seven or eight months later Sam went West, and I heard that he had secured the situation of fireman on the C. B. H. & R. Railway. He had begun at the bottom again and was working up. For while railways do not make a practice of hiring as employes men who have been dismissed for cause from other lines, they sometimes do so. In the two years that followed I learned incidentally that he had been promoted on the same railroad to the place of engineer.

Ten years of busy life succeeded, and I had almost forgotten Sam and many other of my old school acquaintances, when the press dispatch I have spoken of at the beginning of my narrative recalled him and his history to mind. A feeling of sadness came over me at the thought of his death, and I sent for the papers published near the place of the accident in order to gather additional particulars respecting it.

From these I learned that he had run an engine nearly ten years without an accident; and the collision that caused his death was in no way due to carelessness on his part. He had so far retrieved the mistake of former years that the company deemed him its safest driver, and had entrusted to him its most important passenger train. Twice he had been publically complimented by the directors, as an engineer by whom they had never suffered loss, and who had never had an accident to his train.

Some part of the immunity was no doubt due to good fortune, but most of it to his extreme carefulness. The sad lesson of his youth had evidently never been forgotten.

On the afternoon of the collision he was taking his train—the "down" passenger express—over the line as usual. When they reached D———, at 4:30 P. M., the train conductor, named Hadley, received an order from the telegraph operator at that place to "cross" an "up" freight train at the next station, called "Sanford's."

The passenger train immediately went on at the usual rate of speed—thirty-eight miles an hour. But the operator at Sanford's failed to deliver to the conductor of the freight the order to wait there for the express to pass him. It was a single track line; and the two heavy trains were thus put in motion to meet each other between the two stations.

As the express dashed through a tract of pine woodland, and turned a reversed curve along an embankment, at the foot of which ran a small river, the long freight train was suddenly discovered coming down the grade at full speed.

The name of Homan's fireman was Frank Galbraith. He seems to have seen the freight an instant before it was seen by Sam. The latter at the moment was trying some of the steam cocks, or noting the gauge.

"Good God!" the fireman cried out "Here's No. 23 right into us."

With the swiftness of a long-practiced

Digitized by Google

arm, Sam shut off steam, applied the vacuum brake, then reversed and opened the sand-spouts upon the rails. The fireman whistled for the hand-brakes at the same instant.

With these powerful appliances promptly put in operation, a train going at the speed of Sam's can now be stopped at little less than five hundred feet of level track. Had the engineer of the freight been equally well provided the collision might have been prevented, or at least reduced to a trifling concussion.

But he seems not to have seen the express until it was nearly upon him; and he had a heavy load of factory machinery and only hand-brakes to stop his train. With scarcely diminished speed he rushed headlong to his fate.

Seeing that a collision was inevitable, and the passenger cars were likely to be tumbled down the embankment into the river, this is what Sam Homan did:

"Jump, Frank!" he said to his fireman. "You'd better save yourself!"

Then he reversed again and pulled the throttle of the locomotive wide open. The steam was at full pressure, and the engine, springing violently ahead, fortunately snapped the coupling back of the tender, then shot forward alone, and like a wild beast springing upon its prey, seemed almost to leap at the approaching freight! When the two engines met it bore almost all of the brunt of the collision itself.

The heavy freight, thus violently checked, shoved the disabled express locomotive backward a few yards, when it left the rails, toppled over and rolled into the river-bed fifty feet below. And there, twenty minutes later, they found my old school-mate mangled and dead beneath it.

As white a soul had gone out as ever struggled in honest but unconscious heroism, through his rough, troubled life.

The passengers in the cars could scarcely believe a fatal accident had happened—so slight was the shock to them. But for the self-sacrificing act of their generous guardian in the locomotive they might at that moment have been maimed and in agony, or dead in the river below. His quick glance had seen that it was his life or theirs, and he had unhesitatingly given them his.

A Silent Fighter.

"I see," he said as he met an old soldier comrade at the City Hall yesterday, "that our Generals are having a hot dispute as to which of them contributed the most to save the day at Gettysburg. You were there, I believe?"

"Yes, but I have no right to talk."

"Why?"

"Because I was simply a private soldier, and only had three bullets shot into me!"

Why Tilden Never Married.

"The fact that Tilden never married has often been commented upon with surprise," says the New York Herald, "and by none with more than those who knew him well without knowing all of his history. For he was no misogynist. On the contrary, he was always, and to the last, very fond of the society of women. But Mr. Tilden met with an early disappointment. He became attached, at a comparatively early age, to a young lady of New York. She was the daughter of an intimate friend, a man whose reputation as a poet and journalist became afterward much more extended. The lady felt for Mr. Tilden a lively friendship and interest which has withstood the viscisitudes of years. But she could not bring herself to regard him with a warmer feeling. As she had been for a long time the wife of another well-known gentlemen of New York, and as even in the wide circle of their friends the foregoing episode is known, if to any, to very few, it would be indelicate to dwell further upon it. There are, however, many warm admirers of Mr. Tilden, many close political adherents and disciples, who will be interested in knowing this proof of his steadfastness and constancy, and for whose sakes, therefore, as well as in justice to the dead statesman's memory, this brief reminiscence is thus recorded."

The Better Part of Valor.

"There, I think that will fix him," said the editor of a Dakota paper to his foreman. "Here is what I say: 'The miserable, cowardly, sneaking whelp who makes a sickening and disgusting effort to edit the daub known to the half dozen or so who are aware it is published here as the Corktown Morgue, printed another batch of base and silly lies about us last week. We take this occasion to give the above mentioned howling idiot notice that we shall shoot him on sight We have stood all of it we propose to. We shall go armed, and the lunk-headed, overgrown calf had better keep out of our sight if he values his miserable, worthless life.'"

"Hold on," said the foreman, looking out of the winhow, "better get out your gun, he's comin' now"

"Why, good morning, Major, come in," said the blood-thirsty journalist, laying down the manuscript. "I was reading over one of my editorials in which I call upon Congress to quit tariff tinkering and get down to the crying needs of the country. It's disgusting the way it neglects business, isn't it?"

"It is for a fact; I propose to refer to it myself this week. Well, I can't stop now."

"Oh, don't be in a hurry, sorry we can't do anything for you to-day. Well, good morning."

"Good morning."

Digitized by Google

Courtesy.

Railway Telegrapher.

A gentleman is known by his deportment, and can be told at a glance. He may be dressed in poor habiliments, yet it requires no discriminating eye to discover the gentleman beneath the outside show. It beams forth in every glance of his eye, in every word he speaks, and in every act that he does. He is noted as one whom everybody is proud to praise, and his friends are numbered by the hundreds. It may be that he has only said a soothing word to the afflicted, or helped to assauge some childish grief, or perhaps have addressed with reverence some aged person, yet he has betrayed the fact that he is a gentleman, and that it is inherent within him. A boor can ape the airs of a gentleman, but the true gentleman never apes. He is courteous from principle, and the effect of his actions is never considered by him.

As a class we are proud to say that the telegraphic fraternity rank high as gentlemen, and that they will compare favorably with any of the so-called aristocratic circles of the land. They are generally the first to lend an assisting hand to those who are needing it, and are patient and gentlemanly with those who are perhaps annoying.

Choate's Method of Quoting.

Youth's Companion.

The great lawyer was free from that failing of learned men—the desire to instruct, no matter if the manner of doing so should smack of pedantry. There was a gracious courtesy in his style of introducing quotations into his speeches; it was, moreover, which not only conciliated, but increased the self-respect of his audience.

"You remember," he would say, "that one passage in Southey——"

"I need not remind you that Burke on this point says——"

"Cicero, in that very familiar oration, has declared——"

"You have all, no doubt, applied to this subject the famous remark of Hooker——"

No audience desires that an orator should speak down to it, as no individual would choose to be patronized.

"Tom," said the train boy to the Pullman car porter, "Tom, I'm losing my grip. You see that girl with the sunlight hair, counting telegraph poles down at the other end of the cas? Well, I flung her 'Airy Fairy Lillian,' by the Duchess. I thought she was from Troy, sure. Now, Bill, the conductor, says she's on her way home to Boston. And I had Herbert Spencer's 'Social Statics' right in my hand when I sized her up wrong. That settles literature for to-day. Give me the apple basket."

The Immodest Sleeper.

Clara Belle.

I have just come from that painful luxury, the sleeping car. How incongruous and improper it was, for instance, to discover that the grumbler in an upper berth whose mildest remark in the course of the long night was: "It's cursed hot in here!" was none other than a full-fledged major general. By day he was a gorgeous vision of spectacular gallantry; by night a howling demon of profanity. But enough of men, the commonplace creatures; their ways are as plain as an opened book, and their characters are as easily read. Let us turn to the inexhausible field for psychoanthropological resource. The first night in the sleeper is nothing to the first morning. Well do I remember my first experience. The toilette is accomplished under such harrowing circumstances. But it is surprising how readily one becomes indifferent to the surroundings. Said a stout young woman from an adjoining section: "I have traveled all the way from San Francisco in a sleeper, and I've lost the last shred of modesty." I believed her when I saw her sitting on the end of her berth in her corset with loosened lacings, drawing on her boots with a lavish display of plumply filled hosiery, the curtains pushed back and men and women passing to and from the toilette-room. It was a needless exposure. The girl across the aisle, number three, emerged from her closet curtains with not a crinkle in her drapery, boots buttoned and hair as smooth as satin to the line where it broke into billows of crimpiness over her forehead. How did she do it? She was in the toilette-room with the first streak of dawn, for I peeped through my curtains as she passed by in dressing sacque and skirts, the voluminous drapery on her arms and the crimping pins held by a lovely turban. There was a difference. She could travel to China and back without danger to her modesty.

To Save Drowning Horses.

Philadelphia Call.

A Bangor ice man says that they take a horse on the water without tying a rope around his neck, so that if he gets into the water the rope may be tightened and the animal choked. The strangled horse at once puffs up and rises up to the surface, and is then usually pulled out without much trouble, and when he is well away from the hole the noose is loosened and he gets his wind again. A few hours' hard work generally warms the chilled horse thoroughly, and he is none the worse for his cold bath.

New Haven News.

No woman can lace herself so tight as a man can drink himself.

Digitized by Google

Our Apprentice System.

Philadelphia Bulletin

When two apprentices were found guilty recently of misconduct and insubordination, Judge Finletter promptly sentenced them to a short term of imprisonment, and directed them to return to their master at the expiration of their term and to perform their work faithfully and diligently. In the course of his address to the prisoners the Judge made some statements that are of the greatest importance. The contract by which the apprentices were indentured was strongly in favor of the master. According to its provisions, the apprentice loses his pay during seasons of idleness enforced by strikes or any of the other accidents to which every trade is liable. And Judge Finletter very properly says: "How does the master expect the apprentice to live? When there is a dull time or a strike does he expect him to go out and prey on the community? It is simply an invitation to do as one of these young men has done; to find employment not at all respectable." If the master chooses to retire from business, the indentures release him from all responsibility concerning his industrial proteges. The master is also permitted to work his apprentices, paying them wages below the rate established for journeymen.

These evils are aggravated by the fact that the master in the great majority of cases exercises but little supervision of the morals of his boys. They do not always live with him, and when they do they only too frequently have the freedom of the streets after their daily task has been completed Judge Finletter confesses the difficulties that attend any attempt to remedy the evils when he says: "I don't know that this can ever be corrected unless there is some substitute for the old system, which made the apprentice one of the household, and to a certain extent one of the family." His protest is indeed a timely one, though it would doubtless prove difficult to prevent such a form of indenture. Under the law the master is responsible for the moral development of his charge as he is to care for his bodily wants. It is not strange that the change in relationship between master and apprentice should be noticed in Philadelphia, in which the old system was observed in the most humane spirit; for throughout the cauntry this same problem is puzzling not only the statesmen, who would prescribe a legislative remedy, but also the masters themselves, who are forced by new business conditions to secure the services of every learner on as easy terms as their rivals

At one time, and in the memory of many now living, the Philadelphia master's reputation in the community depended to no small degree upon the manner in which he treated his apprentices. Hard men and severe though many of them were, their supervision of their boys' habits at night was no less vigilant than their insistence on the performance of the day's work. But, then, many of them did business in a small way when compared with the methods of to-day. Many Philadelphia houses that were proud of their apprentice system a half century ago would find its application to-day an impossibility. The great number of apprentices now employed in one establishment and the restrictions imposed by many of the labor organizations have brought new conditions of a most awkward kind, conditions that are worthy of careful inquiry at the hands of our labor specialists.

Poetical Child of a Prosaic Mother.

Chicago Herald.

The human race seems to have a weakness for weather prophecy. The various signs in which mortals put their faith are almost as numberless as the mortals themselves. On a calm, bright day last week, with only a few flaky clouds to be seen in the distance, a Chicago and Northwestern train was scudding along toward Lake Geneva. In one of the coaches was a matron who was worried about a good many things, and among them the weather.

"I do believe it's going to rain," she said, petulantly and unpoetically; "I feel it in my bones."

"Oh, no, mamma," replied a 5-year-old miss, whose nose was flattened against the window, and whose pretty eyes were gazing eagerly at the flitting landscape and horizon; "Oh no, mamma, it won't rain. The clouds are out in their nice blue and white dresses. When they have their ugly black dresses on, then it rains."

French Fun.

Paris at night. Two rogues while waiting on a dark corner for a belated pedestrian pass the time in conversation.

"The newspapers are right," remarks one, "when they say there is no longer any security in the streets at night."

"How is that?"

"Why, only last evening two policemen were after me and I barely escaped being captured."

A Cordial Invitation.

Life.

Head of the house (to young man at the front door): "Haven't I told you, sir, never to come here again?"

Young man: "Yes, sir, but I haven't called to see Miss Clara this time. I have a two months' gas blll to collect."

Head of the house (in a milder tone): "I see. You will please call again."

Digitized by Google

PRETTY HARD JOB.

A Tramp Fires a Locomotive for an Hour and Then Expresses an Opinion.

Arkansaw Traveler.

"I don't know of a harder-worked man than the locomotive fireman," said an old engineer. "The average man thinks that all the fireman has to do is to ride in the cab and occasionally throw in a stick of wood or a shovelful of coal. The truth is that from the time the fireman leaves his out-going station until he reaches the end of his run it is almost a constant struggle to keep up steam. One cold sleety night, some time ago, a man climbed up into my cab while we were lying on a side-track, and wanted to fire his way to Little Rock, some one hundred and fifty miles distant. My fireman had just been taken ill, and I hailed the appearance of the applicant with pleasure.

"'Did you ever fire?' I asked.

"'No, but I am strong, and know that I can keep the pot boiling. I've walked all the way from St. Louis, and I am about worn out. I don't feel that I can walk another step, especially during such weather as this.'

"'All right.'

"I gave him instructions, and he went to work. The road was in bad condition, and it so happened that we were nearing the heaviest grades on the road. My man, after filling the fire box, said: "Ah, this beats struggling along in the mud and sleet. I'd like to get a steady job of this sort.'

"'Fire up,' I said.

"'I've filled her up.'

"'Fill her up again!'

"'What!'

"He filled the fire-box, seeming surprised as he did so, and then remarking that he would take a nap, stepped back and lay down. A minute later I called him

"'What's the matter?' he asked.

"'Fire up,' I said

"'You're joking.'

"'Hurry up. This is no joking matter.

"He filled up the box again, sat down, and dozed off to sleep.

"'Fire up,' I called.

"He got up, looked in the fire-box and asked:

"'How far have we come since I got on?'

"'About fifteen miles.'

"'How far do you go before you stop again?'

"'I don't know. Forty miles, probably.'

"'Will you do me a favor?'

"'What is it?'

"'Slow up so I can jump off.'

"'My gracious, man, you don't want to get off here. There are no houses along here and you'll freeze to death, besides, the ground is so slick you can't walk. Don't get off.'

"'I'm much obliged for your advice, but I don't want to die this way. I don't mind working in a coal mine and can stand it to pitch cord-wood all day, but I don't propose to shovel my life into that infernal suck hole. Well, so long,' and before I could detain him he had jumped off. Two days later, while I was on my return trip—while we were receiving freight at a station—up came my friend.

"'Hello, cap'n,' said he.

"'How are you?'

"'Oh, I've been doing first-rate since I got out of the railroad business. Used to fire an engine, you know.'

"'Say, didn't you regret getting off that night?'

"'Regret!' he exclaimed, in astonishment, 'why, I had nothing to regret. I pulled up the grades without having to wear myself out firing, and I could lie down under a tree and take a nap without having some one grab me and tell me to snatch up a shovel and commit suicide. I'm sorry for you,' nodding at the fireman. 'I'm sorry that you've got to wear yourself out that way. Let me give you the advice of an experienced man. Get off and walk."'

What They Were.

Chamber's Journal.

A hostess who cannot preserve her serenity upon even the most crucial occasions is lacking in one of the most essential qualities of an entertainer. The thoughtless spilling of her best wine, the soiling of her best dress, the soiling of her whitest tablecloth, nay, even, the smashing of a whole trayful of her best old family china, should not cause one muscle of her countenance to change.

On the other hand an affected ignorance respecting the contents of the day's bill of fare is at times almost as fatal as the opposite extreme. I was myself present at a dinner-party at which one of the untutored table-helpers had been brought in, on an emergency, to assist. "What are these, John?" inquired the languid hostess, as John tremblingly thrust forward a dish of tartlets just under her right elbow. "I don't know, ma'am, raaly," he replied, "but I think they're tuppence apiece!"

The following letter is said to be the genuine production ot a nine-year-old colored citizen of South Carolina: "Dear Affectionately Teacher: I'se sorry I couldn't come to school on Friday, but I couldn't, 'cause it rained, and dat's de way it go in dis world. If de Lord shut de door no man can open de door. If de Lord say open de door no man can shut de door. If de Lord say it rain, no man can stop it rain. But de Lord, He do all things well. And you oughtn't to growl about it. Your affectionately scholar."

Digitized by Google

MANUAL TRAINING.

One of the Chief Defects of Our Educational System.

There is not a child in the world that ought to try to live by his wits alone; nor one who ought to be compelled to live by the work of his hands alone. Most boys that enter our schools have to grow up to the idea that they are to work with their hands. It follows that a few are to grow up to the idea that they need not toil at all with their hands. So we have in our educational system to look out to educate two classes; our high caste and low caste boys and girls. Naturally, the one caste will despise the other; and the other will pay back with hate. So, by and by, you get your social division of laborers and capitalists, and with it the moral dynamite of eternal dislike.

Common education is not education at all, when it has taught reading, writing and the usual school curriculum. The poor boy goes out of the schoolhouse, and he must live thereafter by means of the part is not educated—his hands. He cannot use the education, or what you have given him for education, at all; or, if at all, so little that it chafes at him at his daily toil. His educated brain is angry. He is obliged to come down to an uneducated part of his body for life's living. Is the rich boy any better off? He goes out not compelled to toil with his hands; but what can his brain alone do? The poor skull full of protoplasm is driven to take up with a profession, or to dabble in some sort of speculation.

But does manual training not mean that the boy or girl educated to use tools must become a mechanic? Of the graduates of the admirable school connected with Washington university at the last commencement, "one intends to be a physician, another a dentist, another a lawyer. Some half dozen expect a commercial pursuit; two will raise stock or become farmers.; several hope to become engineers; three aspire to be architects; four or five will work for a while in machine shops, while fifteen or more intend to make a higher course of study, either at the university or elsewhere."

NO DODGING THE FACT.

"A boy who sees nothing in manual labor but brute force despises both the labor and the laborer." There is no dodging the fact that our "educated classes" despise labor. You cannot get around it. For a college graduate to become a manual laborer is considered coming down. Until very recently the crowd from our colleges went nowhere but into the professions. Slowly this is changing, but there is still the prejudice and the sharp division. Manual labor schools have it for their mission to break up this misunderstanding. The best brains are finding it advantageous also to have the best hands.

Our lives under the stress of the older education brought the nerves to the front. The brain ran away with us. The tendency has been to absorb all the vitality in that one organ. Our hair falls out with our teeth. Our eyes are failing and our sense of smell. Our endurance is not equal to that of our fathers. Athletics have done something toward compensative readjustment. But it is necessary that our school system shall be wholly remodeled. We must not only have physiology and hygiene taught, but must have it practiced in body culture.

Education, instead of undermining health, should create health and character. It is absurd to say you have taught or trained a boy when you have only half killed him. What have you educated! The turkey is stuffed, let us kill him outright. No child should be confined to a book over one hour consecutively in a day. Play should be a part of the enforced curriculum. But how admirably manual training supplements or complements brain training. Let them go from the shop to their books and back again.

TRIP THROUGH THE SHOPS.

Let us look a little more into detail. Let us enter Professor Woodward's school—shops, if you prefer to call it. The carpenter shop—all sorts of saws, squares, bevels, gauges, hammers, mallets, rules, planes, biss, hatchets. The most beautiful thing here is—all the tools in good condition and in their own places. I hardly ever saw a study, where the brain ruled alone, that was decently kept. Scholars are proverbially lacking in tidiness. I am afraid, professor, these boys will never be literary, they are too orderly. Woodturning—not so many tools; but system as before. My boy Fritz can scarcely contain himself; if this be study, if this be school, how delightful! The horror of things broods over the ordinary school—silence and primness. I wasted ten years in school because these nightmares were insufferable. But I was fortunately puny. Fritz is a great, rugged and awfully active piece of machinery. "If you wish to keep that watch in good order, sir, you must not let it run down." Just so, Fritz will be spoilt if you stop him.

The forge Ah, here we come to life! Strike while the iron is hot! Be alive, boys! How their eyes sparkle, like the sparks from the blows. Mrs. Lillypaugh, your son here will surely get his hands soiled, but, my glory! what hands he will have. Such a tender love in them! and such a grip of truth! You will be glad by and by to feel his grand arm around you in your old age. I hate a musty little boy, done up in Pond's extract, and not able to carry his Latin dic-

Digitized by Google

tionary. The machine shop—lathes, planes, drill—and—what is all the time touching the boy's imagination, power. Everything great is consummated and summed up in a steam engine. How I should like to resurrect Adam! I mean that Adam who first took a stone and fixed a handle to it to break and pound with. I would like to have him come in here with me and see what his first hammer, made 100,000 years ago, has come to—what is going to come to—can you guess?—"E. P. P." in Globe-Democrat.

Betting on Owls.

Betting on horses is a custom of honored age if not always honored in its patronage. But betting on owls—who ever heard of that kind of betting? There is a whole roost of owls out at the Zoo; gloomy, sleepy, blinking owls. When you look at them casually they blink, when you stare at them continually they won't wink. That's where the betting comes in. When the owl blinks, he shuts out the light from his sluggish brain, and breathes with a solemn air of apathy to all animated life. But to stand in front of the tall iron cage and watch five, six or seven of them sitting on a pole, and say which of them will wink first, or whether any of them will wink at all, is to deal with a great world of probabilities.

An owl is a great stayer. If any one looks straight at him expecting to see him wink, he won't wink. It makes no difference how long he is stared at—he just keeps on looking and doesn't wink. The big pupils contract from a great black disk to a tiny small spot, and the smaller that spot gets the longer the owl can keep his eyes open. That is one of the fine points in the owl economy. The game is very simple. Take a poleful of owls—say seven of them—and the keeper will suggest to the visitor that it will be pleasant to watch those owls and see if he can keep count with his watch how often they'll wink in a minute. The visitor watches them closely, and the seven owls contract the pupils of their optics and stare dizzily and lazily at space. "Why, owls never shut their eyes, do they?" the visitor will inquire innocently. "Oh, yes; they're bound to," says the keeper. "That fellow in the middle's been staring the longest. He'll go first, you watch him." The minute hand on a watch creeps slowly along; when patience scarcely survives, the end man on the owl pole winks slowly, deliberately, calmly. Then the others go one after another, as if infected by an epidemic, and all certainty of prediction is at once unbalanced. The next round the visitor is willing to bet a cigar on the result. He bets on the corner owl, and the one in middle goes first. It gets exciting and the visitors are carried away with the fever of betting on chance. A man will bet on every owl but the right one, and get almost in a state of desperation to bet his head and miss.—Philadelphia Times.

Cupid Versus Cupidity.

Harper's Bazaar.

It was a Maine girl of whom the story is told that she refused to marry a most devoted lover until he should have amassed a fortune of $10,000. After some expostulation he accepted the decree and went to work. About three months after this the avaricious young lady, meeting her lover, asked:

"Well, Charlie, how are you getting along?"

"Oh, very well, indeed," Charlie returned, cheerfully. "I've got $18 saved."

The young lady blushed and looked down at the toes of her walking boots, and stabbed the inoffensive earth with the point of her parasol "I guess," said she faintly—"I guess, Charley, that's about near enough."

A Fascinating Detective.

New York Cor. Chicago Herald.

A dashing young clerk in a broker's office recently had some experience with a pretty, vivacious girl attached to a private detective bureau. He was living at a more rapid gait than his salary warranted. After two male detectives had failed to get into the young swell's confidence, the pretty operator took the case. It was a delicate, not to say hazardous, undertaking. The most difficult step was making the clerk's acquaintance without exciting his suspicions, but she accomplished that by buying some stocks and opening an account in the office. After a few visits and an encouraging smile or two, the clerk suggested a visit to the theatre. The invitation was accepted and the lady's address given, and after that there were champagne suppers, the opera and a general good time. The fact that the young man was spending too much money was soon evident, and one evening he called at his charmer's boarding house to learn that she had gone away, leaving no message or address.

But in the course of the investigation the pretty detective had also discovered that the culprit was a generous chap and not a bad fellow in the main, although rather reckless, and she had begun to like him more than she cared to own to herself. So she induced the broker to promise that he would make no public exposure, but would tell the culprit of the error of his course and give him a chance to make restitution. That rapid young man is not yet aware that his detection and his pardon were both due to the mysterious and fascinating speculator in stocks who shared his champagne suppers and suddenly disappeared.

Digitized by Google

Sleeping Cars With Bath Rooms.

Chicago Herald.

Well, it has been generally supposed that about all of the art and invention of the world in the matter of securing comfort for the railway traveler have their home in the United States, and particularly in Chicago, and yet up in British America last week I struck the nicest thing I ever saw on wheels. It was a sleeping car with a bath room It is a nice tub and there is plenty of room, and all the hot or cold water a man wants, and everything nice, clean and cozy. The charge is only fifty cents, and during the two days that I was on the car there wasn't a passenger aboard who didn't have at least one bath a day. And every man and woman ot them swore that the luxury would have been cheap and desirable at double the price. I believe Pullman could make money by putting bath tubs in all his cars, and just as soon as he gets to believing this way he'll put them in. It isn't the comfort for travelers that he cares about, but the profits, you know, as he's running his cars for all there is in them. A good bath tub would beat some of his gimcracks all to pieces, so far as real comfort is concerned. The Canada Pacific company has quite a number of sleeping cars fitted up with baths.

The Silly Women.

"What things women are," exclaimed Brown. "My wife and another woman sat a whole half-hour talking about how to narrow off a stocking, and from the interest they took in the discussion, one would think the salvation of the race depended on it."

"I know it," replied White. "I've heard a couple of women discuss for half a day over the best way to pin a tidy on a chair-back."

Then Brown and White spent the remainder of the evening in a very intellectual conversation over the respective merits of curve and straight pitching as applied to the national game. Each eventually got as mad as a March hare, and have not spoken to each other since.

A Story of Fanny Kemble.

The Beacon.

A good story anent Fanny Kemble floats across the horizon from the memory of an elderly lady who knew her well. It was in the time when Boston was the great actress' nominal home, and her summers were spent here and there in rural Massachusetts. She had engaged a worthy neighbor to be her charioteer during the season of one of her country sojournings, and they were setting forth on their first excursion. With kind-hearted loquacity he was beginning to expatiate on the country, the crops, and the history of the people round about, when Fanny remarked, in her imperious, dogmatic fashion: "Sir, I have engaged you to drive for me, not to talk to me!"

The farmer ceased, pursed up his lips, and ever after kept his peace. When the vacation weeks were over and the dame was about to return to town she sent for her John and his bill. Running her eye down its awkward columns she paused. "What is this item, sir?" said she; "I cannot understand it." And with equal gravity he rejoined: "Sass—$5. I don't often take it; but when I do, I charge!" The bill was paid, and the tragedienne and the bucolic philosoper were fast friends ever after.

Johnny Was Posted on Miracles.

Boston Transcript.

Little Johnny Jordan was a passenger on a suburban train. Beside him sat a tall, solemn-looking man with side whiskers. In front were Johnny's pa and ma, and behind him his aunt Hetty. The whole party had been to church, and the man sitting beside Johnny was the minister going out to spend the afternoon with the Jordans.

"My little man," said the minister to Johnny, "did you pay close attention to the sermon?"

"Yessir."

"Do you remember that I said something about miracles?"

"Yessir."

"Well, Johnny, do you know what a miracle is?"

"Yessir?"

"Tell me, please."

"Well, all I know about it is ma said this morning that it would be a miracle if we could go to church once without havin' the minister taggin' home with us to dinner. So I guess this hain't no mir——"

"Johnny Jordan! (from the front seat.) Will you come here this minute?"

"Yes'm."

English Fish.

Providence Journal.

It was on the Old Colony railroad, and a venerable desciple of Isaac Walton, en route for the cape had been intently watching a delegation from a Salvation Army corps and wondering what was the nature of their occupation in life. Finally he made bold to tap the leader on the shoulder and said in a kindly tone, "Are you going fishing?" "Yes," promptly replied the peripatetic gospel expounder, "we are fishing for souls." The old gentleman pondered deeply over this problem for a few moments, and suddenly a bright idea struck him. "Them are those English fish I've hearn so much about ain't they?" But the only answer was an explosion of laughter from all parts of the car.

Digitized by Google

BILL NYE

Gives His Impressions of the South, Its Climate and Other Characteristics.

SIOUX RAPIDS, Ia., 1887.

Bill Nye, Ashville N. C.:

DEAR SIR—As you are now rusticating it in the south and have probably got lots of time to answer letters written to you in good faith I thought I would bother you with a few questions in regard to Carolina or such other parts of the south as you may be familiai with.

How is it for health as compared with the north?

What is the price per acre of land close to some good town? What will it cost to clear ready for the plow?

What are the principal fruits and vegetables raised? Is the water good for drinking purposes?

Any information you can give me in regard to the south will be received with thanks.

Hoping to hear from you soon I am

Yours, with respect,

As I have not such a great abundance of time in which to do this kind of correspondence, I take the liberty of writing a reply to your esteemed favor and printing it where it will meet the eye of many persons no doubt who may contemplate addressing me on the same subject.

Of the south generally I know very little from personal observation, but you will find throughout the south, wherever I have been, a general tendency toward warmer weather than you obtain in the north.

North Carolina, as you are no doubt aware, is generally mountainous in its geographical department, and on the map which I perused as a student the state was of a dark blue color. Greatly to my surprise, however, on arriving here I found North Carolina to be red The soil, such as it is, has the same roseate hue of the adult brick of commerce, and continues in that condition constantly.

The farms generally are not large in size, and are divided into three classes, viz., the mansard farm, the Gothic farm and the dormer farm. A good Gothic farm, near town, will bring from $25 to $100 per acre, including large wall pockets to hold farming implements at night, so that they will not drop out of the Gothic farm into the dormer farm below.

I do not say that these mountain farms are steep. I simply state that water readily runs off when applied to them.

Tobacco is the great staple here. It is mostly of the smoking variety, though on the bottom lands a very hardy dwarf plug tobacco grows easily, and during a long season planters may readily grow the large tropical plug tobacco.

It is a rare sight to pass along the country road and see the navy plug tobacco of North Carolina rising to its full height in the glorious autumn sun, while through its waving boughs the nut brown or seal brown plug tobacco of trade, with its glittering little tin tag near the stem, may be readily distinguished.

Fine cut tobacco also grows here to a great height Everything that goes to make life worth living may be found in the wildest profusion. Whisky is so plenty here that intemperance is not a mark of distinction.

Corn whisky, whether made beneath the broad glare of the noonday sun or by the moonlight process, is within the reach of all. It is so plenty that I do not care for it, and I know that an Iowa man could put in a winter here that would be memorable throughout his life.

You ask about the matter of health, and I am pleased to state that none have been here during the past ten years that did not state in the most emphatic terms that this is a very healthy country. People who had enjoyed good health while here have gone north in several instances only to return in a deceased condition from drowning or some miasmatic influence.

When I first came here I was dissatisfied. I yearned for something that I did not find. It was not scenery or climate, for each of these were a common occurrence, but I soon got acquainted, and in less than two weeks I had been addressed two times as "Colonel." I now enjoy the South very much.

Fruits of all kinds grow here and are used for eating purposes almost exclusively. The apple, the peach, the Hubbard squash, the grape, the octoroon, the quince, the pecan, the persimmon and the opossum grow here. Figs do not mature in this latitude.

This is a great country for lung diseases. People with fractional lungs come here from every quarter of the globe. There are so many people here with lung diseases that a man who is simply baldheaded does not at once obtain recognition.

The water is very good for drinking purposes, and I have always heard it highly spoken of.

The weather is sometimes variable and then again for a little while it will be very uniform. One day you will see me playing lawn tennis in a jaunty suit of flannel, which shows to a great advantage my easy movements and heaving chest, and on the following day you may find me coiled around a red hot stove, waiting 'till the clouds roll by.

But it is said to be good for lung troubles, and many people who came here years ago to die, have been reprieved and relieved. There is no question about that. But you will find that the houses built here for rent or sale are made to admit the bulk of God's

Digitized by Google

free air and no questions asked. If you want to see a robust climate come in under the floor and lash the carpet into angry billows a foot high, come here and hire a perforated house.

Yours, in good faith,

COL. BILL NYE.

GIVING HIMSELF AWAY.

Mose Schaumburg Meant all Right But He Made a Mess of It.

Mose Schaumburg was as mad as a moist hen one day last week. In a voice that quivered with rage, he said to his clerk, Ike Silvertone:

"Sit down dot desk at, and write a ledder vat I dictates dot Jake Oppenheimer at. Write: 'I have written to you. Who has not answered dot ledder? Jake Oppenheimer. Who hash I dunned dime and again? Jake Oppenheimer. Who has baid no attenshun to dose duns? Jake Oppenheimer.' Have you got dot down, Mr. Silverstone?"

"I have dot down."

"Den conglude: 'Who vas a dam scoundrel?' Have you got dot down."

"Den give dot letter to me so I puts my name to it."

The clerk did so, and hence the conclusion of Mose's ledder: "Who vash a tam scoundrel? Moses Schaumburg."

REGULAR YANKEE TRICK.

A six-foot Yankee seated upon a load of brooms drove up before the door of an establishment where he expected to find a purchaser. Jumping from his seat he entered the store and the following colloquy took place:

Yankee—Can't I sell you a load of brooms to-day, mister?

Dealer—No, don't want any.

Yankee—"Better take 'em; sell 'em dog-cheap."

Dealer—"Don't want 'em; got enough brooms."

Yankee—"I'll tell you what I'll do. If you'll take the lot, I'll let 'em go at $1 a dozen; you know they're worth double that."

The dealer stroked his chin for a moment as if in deep thought and then replied: "Well, I don't want any brooms as I told you, but I don't mind making a trade with you."

Yankee—"What sort of a trade?"

Dealer—"Well, I'll take your whole load at $1 a dozen and pay you one-half cash, you to take the other half in trade."

Yankee—"No, you don't, mister! You'll charge me such an all-fired profit on the other half that I might come out at the little end of the horn."

Dealer—"Oh, no. I promise you that you shall have the goods at just what they cost me."

Yankee—"Wall, mister, that's what I call squar' dealin'. It's a bargain." And he commenced to unload the brooms in a pile on the sidewalk. When he got through he walked into the store. "There you are, mister; fourteen dozen, which I calculates makes just $7 comin' to me."

Dealer—"Yes, that's right; there's the money. Now what goods do you want for the other $7?"

Yankee—"Wall, I dunno. You see, mister, I haint much posted in your other truck so I guess I'll take brooms!"

Ludicrous Slips of the Tongue.

The French have a habit of closing a letter with a *mot de la fin*, and I am moved to adopt it now to tell an anecdote recalled to mind by the conjunction of Mrs. John Wood's name and that of the St. James' theatre. When she was managing that house she revived the "School for Scandal," with Mark Smith as Mr. Peter Teazle (it was from him I had the story not long before he died.) She gave a grand dress rehearsal of the comedy, to which she invited many of her friends, the critics, etc. The "School for Scandal" begins by Lady Sneerwell's asking Mr. Snake if the paragraphs are all inserted, to which he replies- "They are, your ladyship." Whether or not it was the excitement of the friendly house no one may now declare, but both Lady Sneerwell and Snake lost their heads and made a slip of the tongue in this wise:

Lady Sneerwell—Are the snakes all inserted, Mr. Paragraph?

Mr. Snake—They are, your majesty!

Making Love in Doctor's Lingo.

A young doctor said to a girl: "Do you know, my dear, I have a heart affection for you?"

"Have you had it lung?" she coyly inquired.

"Oh, yes, I feel that I will liver troubled life without you!" he fervently responded.

"Then you better asthma," she softly murmured.

A Connecticut deacon received a slight injury to one of his eyes, which gave the organ a peculiar, fixed expression. Hence, when he asked the village drug clerk for soda water, that experienced person believed he recognized the mute request for superior old pale which prevails in many temperance villages. He acted on the belief. The deacon was really surprised, and flushed slightly as he drained the glass, but he has become a regular customer for "soda," and the salary of the clerk has been raised.

Digitized by Google

On the Edge of Society.

Brooklyn Eagle.

The most prominent characteristic of the young man who believes he hovers about the edge of society is his disposition to speak ostentatiously of his debts. I was going to Kingston the other day when I found myself seated next to a young man of unknown income whose acquaintance I was obliged to acknowledge. He wore yellow and brown plaid trousers, a dark brown blouse, a white necktie and a pure white crush hat. I recognized the outfit and said:

"Going to the mountains, eh?"

"Yes, b'Jove; you don't know what a relief it is. I positively had to slip down through side streets to the ferry."

"Why, what did you do that for?"

"The beastly collectors were after me. I assure you I have not had a moment's peace in six months. Tailors' bills, shoe dealers' bills and haberdashers' bills have been thrust in my face at every corner I turned, don't you know. These people have no consideration for the feelings of a gentleman. They have made me wretched, most wretched. But now (drawing a long breath) I am clear from them all. I shall stay away till snow flies, if I freeze clear through for it. I'd rather be an icicle, don't you know, than the objective point of a collector."

The pitiful little object didn't owe a cent in the world, except to his landlady. Not that he was honest, but because he could not get trusted for a cigarette, let alone a suit of clothing. The fly suit that he wore, I happened to know, had been purchased at a $10-for-this-week-only sale in Eighth avenue, and when his landlady threw him out he bundled off to the Catskills, where he hoped that his dainty manners and imitation English would give him provender for a week or two. Meantime he must needs pour the tale of his persecutions from collectors into the ears of those whom he could not thus defraud because it was fashionable to imitate the young men about town who have credit and abuse it.

He Gathered Them In.

At a church meeting, when members were requested to state their grievances, Sister Sophronia Hoecake arose and told her story, which was to the simple effect, though she employed many words in telling it, that she had missed chickens from her hennery and had lately traced them to the abode of Rev. Euphrates Bolus. Rev. Euphrates Bolus arose in all his dignity and two pairs of spectacles and beamed upon her benignantly.

"Does Sistah Sophrony," he inquired, "accuse de pastah of dis congregashun ob stealin' chickens?"

"Don't accuse nobody o' nuffin," she answered; "Ise jess a sayin' dat my chickens was missin' and dat dey was et by yo' folks at yo' house."

"Ef de chickens of de ongodly," observed Rev. Euphrates, "comes to roost on de fence whar my chickens—"

"Yo' doan' keep no chickens," rudely interrupted Miss Hoecake.

"Will de sistah kindly permit me to continoo? Ef de chickens of de ongodly comes to roost on de fence whar my chickens would be ef I kep' chickens, it mought be regahded as my unbounded dooty to take dem chickens in an' gib dem a Christian home. De Lawd sent de ravens to feed de prophet Elijah in de wilderness, an' ef de Lawd doan' send chickens to feed me, wot's de use of bein' a prophet of Stiffletown?"

Twenty-Four O'clock.

Omaha Republican.

The Union Pacific Railroad adopted the twenty-four hour system Sunday at the transfer and along the entire line. At the transfer a passenger, an old lady in a frilled cap and steel-rimmed spectacles walked up to the clerk's desk and made some inquiry about the time of day and when certain trains would go out. In reply to the first question the clerk said it was 10:30 o'clock. Then she wanted to know when the overland went out. "At 18 o'clock," answered the clerk. In blank astonishment, and with a smile of sickening pity on her wrinkled face, the old lady looked at him; then she removed her glasses and wiped them, and in a hestitating tone asked what time the overland train left the transfer. The clerk, as blandly and politely as he knew how, replied: "It will leave at 17:45 o'clock." That settled the question and it was more than the innocent old lady could stand. She gave the agent a paralyzing look and in the most sarcastic manner said: "You think you're awful smart, don't you?" and walked away, blushing to the very back of her ears. The agent remarked that he thought the twenty-four hour system would get him into serious trouble some day.

Grace Before Meat.

Just take an extra pull at my corsets, Marie," exclaimed Miss Dresser to her maid.

"But they are so tight now that you can hardly eat," expostulated the maid.

"Never mind! 'Grace before meat,' you know."

Doubtless Said "Chestnut.

"Bobby, did you thank Mr. Featherly for giving you the penny?" inquired his mother.

"Yes, ma'am."

What did you say?"

"I said encore."

Digitized by Google

Mark Twain's Lost Idea.

Mark Twain says that the funniest thing he ever wrote came to an untimely end and was lost entirely to the world. It was in his early western days when he was a reporter on The Chronicle, of Virginia City, Nev. In those days, when the saloon was the social centre of the town, and the opening of each new one a matter of general interest, it was the custom for the proprietor of a new venture in liquid refreshments to send a basket of his choicest wares to the newspaper office, and for the editor to return the compliment by giving a glowing account of the opening. One day a basket of unusually choice wines from a saloon that was to be of an unusually aristocratic order inspired Mark with a brilliant idea. He wrote a few lines in straight good English, but the next began to be pretty badly mixed, and as he represented one bottle after another as having been sampled, approved and emptied, he drifted on into worse and worse confusion, until he finally brought up in an inextricable tangle of incoherency, such as might be supposed to possess the brain of a man who had drank a basket of mixed wine. But when the paper came out he searched it over and over in vain for his cherished article. It was not there. But he did find a brief paragraph, setting forth in the most commonplace, conventional way imaginable the fact that a basket of wines had been received from Mr. ——, that they were very fine, and that "we bespeak for him the liberal patronage he deserves." With fire in his eye and profanity on his lips Mark started on an investigation and soon settled the blame on the head of one of the printers.

"Why," said the fellow, "I couldn't make head nor tail out of the copy, and I concluded Mr. Clemens must have been pretty full when he wrote it. I heard the editor say last week that if he got drunk again he'd have to go sure. So I tore it up and wrote this myself. Just thought I'd save his place for him if I could."

Before this honest friend, whose zeal for his welfare had not left a piece of his prized article as big as a nickel, Mark could say no more. But he could not reproduce it. It had been the swift and brilliant inspiration of the moment, and was completely gone. but he mourned long over the fate of what he always believed to be his most brilliant production.—Pittsburg Dispatch.

Railway Travel.

Many people entertain the impression that travel by railroad is more dangerous than any other mode of conveyance. When an accident happens, as will sometimes be the case, there are many who are ready in unmeasured terms to pronounce railroad travel as extremely dangerous and all connected with their management as reckless. The fact is that such accidents are far less frequent than most people suppose, and cases of recklessness on the part of the managers are quite as rare as in those in any other department. When an accident does take place it is published in all the papers of the land, and the account read over and over again, leaving, often, an impression that several accidents have occured instead of one. The truth is that there is no mode of travel more faithfully watched over and more free from accident than that by rail. This is so to an extent that will astonish most people. In proof of these statements, it is only necessary to refer to published statistics and the reports of our railroad commissioners, which go to show that the number of those injured in proportion to the number who travel, is so small as to almost induce the belief that it is safer to travel in a railway car than it is to walk. Certainly no other mode of conveyance has been found offering the same degree of safety as railway travel.

A Lucky Mortal.

Siftings.

For some months past Hostetter McGinnis has been paying such marked attention to the Longcoffin girls that they began to entertain hopes. All this was knocked in the head by a remark he made a few evenings ago.

"I've always had good luck in my love affairs," remarked Hostetter.

"But you are still single, Mr. McGinnis," exclaimed the Longcoffin girls, in chorus.

"That's just what I mean," replied the heartless wretch.

Intercepted Letter.

Life.

To Miss Millie O. Naire, Bankville, Cash County.

DEAREST MILLIE: Though it may $eem $trange to your father, it will not appear $ingular to you that I $hould love you for your$elf alone. Yet it would pain me to have any one think that my motive could be double rather than $ingle. What am I to do? You are an heire$$. I am not. I cannot even claim to be an heir, much le$$ a million heir. Let u$ be frank. I love you. You love me, do you not, for my$elf alone? Then we are equal$. Leave your father and tru$t to me. I will cherish you to the la$t. With me your heart and your dollar$ will be $ecure. Bring all the money you can with you, but never mind the odd change. Re-lentle$$ly, for $weetne$$, or $orrow, your, AUGU$TU$ PENNY, Coachman.

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

The Unvarnished Truth.

The daily reader of the newspapers cannot have failed to notice the frequent instances where mothers kill their children and then themselves. In such cases a man physician is called, a man coroner is summoned, a jury of men is impaneled and a verdict of insanity is almost invariably rendered. I wonder if many a woman who reads of these tragedies does not question in her own mind whether these wretched mothers were really insane or whether they simply looked upon death as a blessed refuge. If we read that the mother committed suicide, leaving her little children to the mercy of the world, then, indeed, we may conclude she is insane; for, while it is a matter of daily occurrence for the father to kill himself, leaving his family helpless, it is seldom that a mother commits so selfish an act. In analyzing these cases of child-murder and suicide, from the meagre reports of the papers, it will be found in a majority of cases, First, that there are a number of very young children; Second, that the family is poor; Third, that the husband is intemperate. In watching these tragedies for years, I have almost always noticed this combination of circumstances. Reasoning then from these conditions, it is not hard for a mother to understand how that point of desperation may be reached when there is but one desire, and that is to end it all forever.

There never has been in this world a sufficient consideration for mothers. As a rule the mother is expected to bear an equal share of the burdens of life and those of maternity besides. A woman who gives birth to a child every two or three years should be practically excused from all other duties, except perhaps, a general superintendence of the household. The physical, mental and nervous strain of bearing children exceeds any other demand that may be made upon the system; and certainly any one who has ever attempted it knows that to properly take care of a baby is the hardest work in the world. But, almost without exception, the more frequently the babies arrive the greater becomes the demand upon the mother to look after the increasing family and the ever-growing demands of the household. I have had several poor mothers tell me that their only comfort in having a new baby was that they could lie in bed a few days and rest!

Then, as the family grows, the income seems to shrink and in a little while commences the hard battle with poverty, hard for the father, but worse for the mother who must be continually bringing children into the world, knowing that they cannot be fed or clothed, and feeling that each child not only increases the demand upon the father's empty pockets and her own over-burdened hands, but also lessens her strength and capacity to take care of the family. And yet all this may be borne patiently, and even cheerfully so long as the wife knows that she has the sympathy and support of her husband. Working together with a common interest and a common zeal, each feeling that the other is bearing his share of the burdens and both sustained by a high sense of duty and a sincere faith in mutual loyalty and affection, there would be no thought of evading these responsibilities by desertion or death. But when the husband becomes intemperate, when he squanders his time in the saloons and spends for drink that money which rightfully belongs to his needy family, when he renders himself deaf and blind and callous to every touching appeal, when he grows selfish and harsh and abusive, when intoxicating liquor has caused him to outrage every obligation of marriage, then indeed does the wife reach the culmination of misery. She beholds her children suffering for life's necessities, she sees no better prospect, she is helpless, she is desperate. Will not the Heavenly Father be kinder to her than this man has been? Is there not a home beyond life's boundary where these children need not suffer from hunger and cold? She does not fear to make the venture, and whatever her fate, her beloved little ones shall share it with her. Only a moment's desperate resolve and all will be well

Digitized by Google

with them! Perhaps this is insanity, certainly it is the end of trouble.

Must this go on to the limit of time? Is there no remedy to be suggested even in theory? Is it but the vision of a dreamer to anticipate a day when marriage shall be governed by some degree of prudence and judgment? Here is an undertaking that is bound to require capital to carry it through, and yet men engage in it having nothing to commence with and a very slim prospect of future prosperity. A family must be sheltered, and yet how few men provide the home before they get the family. A man's legitimate expenses are doubled after marriage, and yet the majority of men are able to save nothing before marriage but expect afterward, with the same salary and twice the necessary expenses, to acquire a competence. Result, poverty and all its attendant evils. Most men intend to lay aside bad practices after they are married, and yet they spend all of their early manhood in forming habits that cannot be overcome in later years and that will not fail to ruin domestic happiness. Knowing full well the qualities essential to a model wife, they fall in love with a pretty face or a fascinating manner and marry a woman who has not one characteristic necessary to a good wife or mother. With all the premises faulty, they expect to reach a satisfactory conclusion. Disregarding all the rules of consistency they hope for a harmonious and beautiful result.

The blame for unsuitable marriages rests in an equal degree upon women, but in extenuation it may be said that most of them marry before they have attained discretion in any matter. This will in a great measure be prevented by the practical education which girls are now receiving, and the countless occupations in which they are engaged. Their sphere of action needs still to be enlarged. They should receive a thorough training and adopt some sort of employment just as boys do or ought to do. There should be no such thing as their marrying to be taken care of. Every girl should if possible, invest her earnings so as to have an income after marriage, for the sake of independence if nothing else, and for an emergency if it should come. If an opportunity for marriage offers which a woman's judgment and affection tell her is suitable in every respect she need not hesitate to accept, but if there are serious doubts she should by all means refuse, for it is a true saying that it is far better to be a happy old maid than an unhappy wife. While it is not essential that a man should be wealthy, yet a girl is very foolish to marry one who has not good business qualifications and a fair prospect for success. The woman who marries a man of immoral character assumes a fearful risk. He may reform, but the chances are against it. After she is married and understands the full import of such things she can never have that honor and respect a wife should feel for her husband. And she will learn, too late, that the consequences of these "youthful indiscretions," so lightly regarded, may extend even to the third and fourth generations. Most important of all, let no girl marry a man who is in the habit of drinking intoxicating liquor. It is doubtful if there should ever be an exception to this rule. Where one man reforms a thousand grow worse. This one vice leads eventually to all the rest. There never was a happy or prosperous home where the husband was an intemperate man. If any woman marries a drinking man, let her prepare for the worst, and she will not be disappointed.

Having decided to marry, an obligation rests upon every girl to fit herself for matrimony, to gain some knowledge of the many duties of housekeeping, to learn the lessons of thrift, economy and general good management, so necessary to successful domestic life. In short, if girls would only take the same amount of training to make wives and mothers that they are obliged to have to secure positions as teachers and bookkeepers how many storms in the home life might be triumphantly weathered, where now the ships go down in hopeless wreck.

Before closing this paper, which has reached a greater length than was intended, it seems almost imperative that we include one other class of people among those who are directly responsible for many unfortunate marriages, and that is the parents, and especially the parents of daughters. They are

Digitized by Google

old and experienced, they understand the temptations and the dangers, and it is positively criminal to permit such marriages as are of daily occurrence. The newspapers just at present are loud in condemnation of those parents in Chicago who have aided and encouraged their young daughter in marrying the condemned Anarchist, Spies, and yet we have only to look about us to see examples that are just as reprehensible. It is true that some girls are too headstrong to be controlled, but many a good, obedient daughter, who would have yielded to parental authority, has been permitted to sacrifice herself at the marriage altar. Parents are cruelly to blame. They are influenced by worldly reasons, by a desire to see their children well settled, or perhaps to "get them off their hands." They quote the infamous old saying that "every man must sow his wild oats." They pretend to imagine that marriage will bring about a reform. They permit a man in every way undesirable for a husband to be in constant attendance upon their daughter for months, and then make loud protest when they find that marriage is about to result. In many ways are parents responsible for mistakes in marriage, which are perhaps the most fatal that can be made in a life time.

Notwithstanding all these mistakes, there still remains the shining and immutable truth that the sacrament of marriage is the most divinely beautiful on earth, that it was ordained for the happiness and purity of mankind, and that, if it brings sorrow instead of joy, it is because frail humanity has failed to carry out the grand design of a wise Creator.

Lou.

In garden walks she seemed a goddess born,
Sprung from the dew of that delightful morn:
How could the violet look into her eyes
And not feel humbled by their softer dyes?
The lily gaze upon her breast so white
And not feel envious at the dazzling sight?
The rose would blush to glance upon her cheek;
The snowy clouds ashamed to view her neck;
Her mellow voice, once heard within the wood,
The mocking-bird would leave in solitude;
Her crimson curving lips so arch and rare
Might well seem but two rose leaves folded there,
And the faint breath warm issuing from her mouth
A blossom-scented zephyr of the South.

Jasper Barnett Cowdin, in Southern Bivouac.

ALBANY, January 23, 1887.

To Woman's Department:

I have been a reader of the Magazine for over a year and have not seen anything from the pen of any Albany sisters.

Lodge 230 is prospering and they are good, steady boys, my hubby included

I agree with May, of Amboy, Ill, in wishing some idea in preparing lunch, as I am young, only one year married. Now, cannot some of the older sisters help me a little and receive the heartfelt thanks of many greenies? I will close now, hoping to hear from some of the sisters With best wishes to all and long life to the Brotherhood, I remain,

Most Truly Yours, VERONICA.

NEW HAVEN, January 24, 1887.

To Woman's Department:

I was interested in an article in a recent issue, contributed by "Pansy." Her subject was one which certainly forms the basis of all home comfort, namely, kind words.

Have you ever hungered for a kind word? Have you ever received a kind word just when everything looked dark and discouraging? What was its effect? A ray of light, a brightening, another jewel in memory's diadem.

A soft answer, a kind word, does, indeed, turn away wrath. If more were given, better results in all grades of life would be accomplished. They stimulate as no medicine ever will How the little ones in the schoolroom will work under the influence of kind words! How much more the teacher herself will accomplish by having made the little ones happy. Many a sin hardened and unhappy creature has been won by a kind word.

Girls, will we not compose a vocabulary of kind words for the dear father, brother or husband? We know the trials he is obliged to endure, the worries and perplexities of the vocation he has been so brave to pursue. Give him the best one when he leaves you; it may be the last Oh, what a consolation that last word may be to you!

It requires self control at times, perhaps, but we must remember that self control is an element of noble character Let our motto be: "Kind hearts are more than coronets."

Kindly remember the boys at "Elm City."

MORGANS.

WASHINGTON, IND., January 6th, 1887.

To Woman's Department:

New Year, once again, and in looking back over '86. there are but few of us but what has lost a friend, we may have every member of our immediate family left us, as I thank the Almighty it is in my own case, also but few relatives may have been taken, but some near and dear friend has gone never to return. How well we remember every little act of kindness, and how little we think of the faults of our departed friends; some of my readers will be glad to know that I am in correspondence with Irene, my friend S. of Mattoon, especially. Dear Irene has met with much sorrow, but she ought to be thankful that the little cherubs she has lost are forever at rest and safe in the arms of our Savior. Our readers will one and all sympathize with Irene, but it is the Lord's will. He doeth for the best.

From those gloomy thoughts I must divert my readers this new year. or we can never wish them a truly happy one, The weather is 14 degrees below zero, and our streets and sidewalks are covered with ice. I thought of going out walking on the streets instead of the walk, but one of my German friends called in and assured me the "shtreets vere more shlibbery as some oner blaces" so I gave up. However, the mails haev brought me some beautiful cards, badges, etc., too numerous to mention, and this kindness keeps me busy all day. There has been one friend left us during the past year whose departure has caused great grief, sobs, sighs and deep regret, and we think more of his faults than we do of his kindnesses, yet I sometimes smile as I think of him. He had won the esteem (and lots of

Digitized by Google

hard cash) from a great many friends but he has left us. He went without a farewell word, he crossed the river, and landed safe on the other side (in Canada) and to-day no doubt is thinking of the friends he victimized. But though he safely crossed that river, he must bear in mind he has another yet to cross, when he cannot take any cash along. We only hope he will repent ere it is too late and try and make some restitution while it is his power. I have every reason to know that he reads our Journal, and I hope he will profit by these remarks.

I had the great pleasure lately of meeting Financier Singleton of Illinois. I was very much pleased fo find him an exemplary young man, and one that the order of B. L. F. may well feel proud of. I have seen so many flops down to day, suddenly and with such little grace, that I shall stay in doors while the "onner blazes is sho shlibbery." Brother Banta, of 140, O. & M., came very near being kerflumexed into a saloon, whether he liked it or not. There was quite a steep place in front of the saloon, and brother B. was walking to his engine when whisk, away he went and kept on going till his feet struck the wall of the saloon, and never did any one scramble out of Church to avoid a collection quicker than brother B. scrambled out of that ditch and and up the "shlibbery blaze" where sinners could not stand. Forgive us friend B. but you really did look so funny. He went on singing revival songs the rest of the way and told his fireman that confounded ice had slipped from under him, beg pardon, it was his No 11's "slibbed," for the ice still holds the fort. Bro. B. casts the awfullest eyes at the place now every time he passes, but the best of it was he felt so thankful no one had seen him fall. Some of my friends will remember a lady who was with me at the Evansville ball, Thanksgiving night, and will be sorry to hear that her husband, Mr. Sam Martin, yardmaster at this place, met with a serious accident on New Year's Eve, while coupling cars he had his left arm so badly mashed that amputation was necessary. Mr. Martin had been in the employ of the O. & M. for eight years, and was very popular along the line and in the city. At present writing he is getting along finely and will soon be able to resume his old position. With the best of wishes to our editors and readers, I am as ever, your sincere friend and well wisher.

MRS. HENRY B. JONES.

To Elsie.

Away in the golden leaved forest,
Baptized in the morning's sweet smiles,
And tinged with the glories of Autumn—
Far down in its tree-pillared aisles.

Away by the song babbling brooklet,
That flowed where naught else could go,
There shone, Oh, the sweetest of faces,
That ever brightened the waters below.

Oft have I dreamed of heaven,
And yet I must declare,
For loveliness, my Elsie's face,
With angel's would compare.

Her face, the sweetest picture,
That hang's in memory's hall,
Radiant with love and beauty,
The dearest of them all.

The song bird's echoed back her voice,
And every leaf and spray,
Transformed by zephyrs into harps,
Sang welcoming roundelays.

We plucked the cowslip from the brook,
And garlands, bright we wove,
On moss green banks we sat and sang,
And told our tale of love.

To memory dear, is Elsie yet,
And whatever fate befall,
I'll treasure in my heart of hearts,
Elsie, dearest of them all.

GEORGE E. EBY.

Our good friend "Pansy" will please accept our thanks for a copy of the Carnival number of the Montreal Daily Star. It is profusely illustrated in colors and the festive scenes of the Carnival are presented in a most interesting and beautiful style. In this number, the Daily Star has succeeded in presenting its numerous readers with a specimen of illustrated journalism rarely equalled.

The Philadelphia Times, in an editorial on socialism, says; "It may be truthfully said that strong drink produces more poverty in this country than all other causes combined. An eminent clergyman, Dr. Howard Crosby, in a recent article stated that he had made a personal investigation of many cases of extreme poverty in New York City, and never yet found a case of absolute want that was not directly or remotely traceable to indulgence in alcoholic beverages on the part of somebody. While it is not probable that the experience of every philanthropist would bear out this assertion in every particular, it must be a fact patent to the dullest mind that $900,000,000 cannot be spent annually in the United States in drink without a good many thousands of people being vastly the poorer for the outlay. But does the socialistic theory of George, or any of his school of philosophers, provide a remedy for this state of things? And if these poverty stricken serfs of alcohol were temperate would they need the aid of any socialistic panacea to make them comfortable and their existence tolerable?

Three-quarters of what the early woman's rights convention demanded for women, in the way of education, equal property rights, and admission to trades and professions, has been conceded. These things in the beginning called out more uproar and abuse than the demand for suffrage itself. They were opposed by the same arguments and by the same kind of people. It is the regular habit of the Conservatives to fight every inch of progress fiercely, but soon as an inch is gained, to turn around and cry, "Oh yes; we always believed in that; to go so far is all right, but we have now reached the limit; an inch further will be destruction." And so of the next inch and so of the next.

The votes of the Irish National party for the woman suffrage bill in the House of Commons, the votes of many Irish members in the New York Assembly, and the outspoken friendship of many leaders of the Irish movement in America, show that Irishmen are coming to recognize this comradeship. The honorable attitude which the great statesman O'Connell took on the woman question should always be gratefully remembered.—Woman's Journal.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

MARCH, 1887.

VANCEBORO, MAINE, Jan. 29, 1887.

Editor Magazine:

Perhaps it might interest some of the Brothers to hear from the most eastern members of that down-east Lodge, Great Eastern, No. 4. On the E. & N. A. Division of the Maine Central are some dozen or more Knights of the shovel, most of whom are old timers brought over from the days of "Hay Burners," as they used to style the engines before this line was leased by the M. C. All of them are good men and true, and, with two or three exceptions, are members of our noble Order.

Though we run through a dreary and uninteresting section of the old Pine Tree State, all of the boys will be found to be fine, hearty fellows, both on and off duty. A marked change is to be noted in them the past year or so. Only a few months ago there were but three or four married men on the engines, either firemen or engineers. Now they are nearly all of them coupled up. Amongst the oldest of the boys I might mention Bro. Morris Stuart, who in the season of summer travel fires the noted "Flying Yankee" on this division. Opposite him on the the Yankee runs Brother Joe Lowell. Bro. R. E. Weston fires the "Shoo Fly," the popular Oldtown local passenger, while Bros. R. E. Knight and Fred. Morton do the owl work on the Pullman trains that run through to St. John, N. B., running from Bangor to Vanceboro, 114 miles. Bro. Harry Goodman and Nate Speed fire the day trains on the same runs.

During the winter, up till now, there has been lots of snow-plow business to keep the road clear. Bro. W. J Boothby, who has been promoted to the right hand side, is running Engine 93 on plow train from Vanceboro this winter.

Some of the boys are looking for promotion in the spring and it is to be hoped that they will get it.

Two of our old "teasers," No. 76 and No. 78, have gone into the shop to have "red heads," as the boys call them, put on to them. All of the passenger engines now have extension arches, and the diamond stack is going out of style.

At Vanceboro, the boundary between Maine and New Brunswick, there is quite a large engine house in charge of C. A. Sterling, foreman, a genial, tip-top mechanic and a thorough friend of the Brotherhood, ever ready to help the boys in every way he can.

All the men on this division are under the charge of Frank Robinson, foreman, engine house, Bangor. Mr. R. began as a fireman and has worked himself up through the grades of engineer and foreman to be Division Foreman, having charge of some twenty-five engines and all the men who run, clean and repair them. He is a thorough mechanic, and if a little strict in discipline, is ever ready to be just in his estimate of the boys, because he has been one of them himself and knows their needs. Quite a number of the boys are engineers and many belong to both Brotherhoods.

We are quite a distance from the Lodge hall and some of us have only attended one meeting, that which made them members of the Order, but it is to be hoped that things will come around so we may meet oftener by the sacred fire. On the connecting line at Vanceboro, the N. B. Ry., are some forty-five engines and only four or five brothers. The boys on that line are talking of organizing a lodge, but seem to think that it will cost too much to start in. It is to be hoped something can be done to help them out.

Please pardon so long a letter. I didn't know I was yarning to such a length. With best wishes to you, dear Magazine, and all our brothers and sisters whose letters make it so interesting, and hoping to hear from some of the rest of the men who make Great Eastern No. 4 so popular, I am truly,

O. K. D.

LOGANSPORT, IND., Feb. 7, 1887.

Editor Locomotive Firemen's Magazine.

As I have not seen anything in the magazine about "52" for many months, I have determined to let our sister lodges know that we are alive and doing well. Just here let me say that "52" has not missed a meeting once during the last year. It appears strange to me that none of our members write for the Magazine, as they all seem anxious to see it when it is due.

It should be said for the members of "52," notwithstanding the indisposition to write for the Magazine, that they are always

Digitized by Google

ready to do their duty, and to perform their part in advancing the cause of the Brotherhood. We have some members who are called "lukewarm," but I think when business on the road drops off, as it always does in the summers, a better attendance upon the meetings will be secured, and that the meetings will become more interesting.

During the last year we have lost four members by death and one by disability, which has cost the Brotherhood seven thousand five hundred dollars, and we have been burdened with a heavy expense all the time in looking after our sick and in burying our dead. But the amount of money mentioned has been paid to widows in our city, and we can see the good of our work.

I want to call the attention of our sister lodges to the fact that our members are still being promoted to the right side. Brothers Adam Rembalt and S. H. Beauline are doing good work, on the right side. Brother Chas. W. Snyder last week stepped to the right side. Brothers John Nelson and John Rombolt are on the extra list on the road, and not to forget some others, I must mention that Brother J. V. Bennett, of "52," is the happiest man in town, Mrs. B. having recently presented him with a charming little fireman. Brother H. C. Swadman is also in ecstacies on account of a sweet little girl baby that has come to increase his cares and felicities. Feeling confident that the "world do move," I am

ONE OF THE BOYS.

EAST SAGINAW, MICH., Feb. 1st, 1887.

Editor Locomotive Firemen's Magazine.

I have waited for some time to hear from some of our members through the Magazine, but nothing appearing, I will write a few lines to let the Brotherhood at large know that No. 286 is alive and well, and in a prosperous condition. Our "boys" are all aware of the necessity of keeping our dues paid up, so we will not have an expulsion list for 286. There have been several changes in our ranks in the last few months, brothers Shinsly, Smith, F. Wortswith, and Derick, have each taken a partner for life, and so each has added a member to our Order. In the way of promotion, Bros. Shinsky, Wells, Wendle, Shosky, Lambert, Derick, Myers and Waddell, have put by the scoop, and taken the right side of the cab, and are doing good work. In reaching the position it has cost them many nights sleep and hard knocks, and they are not afraid to take the pick and help their brothers out, cracking coal.

The writer has had the pleasure of firing for two of the newly promoted members and can say that he had as good trips with them as he ever had on the road. One of our dispatchers in the general office, was heard to say that "the boys promoted this winter, were made of good timber, and could get a train over the road with the best of them," which shows that the men they learned their trade from, were careful and accomplished engineers, and that they have attended to their business, I earnestly wish them well.

Our second annual ball was a grand success and added over $300 00 to our sick fund. Brother Bean was declared totally disabled by an accident which injured his spine; he has been a great sufferer and God knows how cheerfully I contribute my mite to his relief. We have moved into the Engineers hall and now have as pleasant a situation as can be found in the State, thanks to our venerable engineer, Lester Adams, who is a thorough Brotherhood man. He built the hall near the depot, so that it would be convenient for all. We are having lots of work. Times have not been as good on the road for years as they are now. Our membership is near one hundred, and it will be hard to find as many sober, industrious, kind hearted, brotherly men on any road in the State, as we have on the F. & P. M. R. R Our lodge is manned with efficient members, who have the good of the Brotherhood at heart. Brother Shinsky, has a brotherly smile, which you cannot help but obey and I think his smile is more kindly since he has had the companionship of his life partner, and he is supported by Bro. Beck as vice master. Brother Sterling takes care of the funds of the lodge, and is the right man in the right place; that is what the boys say who fire for him, and he is supported by brother Stinser as collector, who makes the boys come to time with their dues and assessments. Brother Fixel takes care of the minutes and they do not have to be corrected at the "next regular meeting," either, The only fault we find is he reads a little too fast, but that may be a good fault as it hurries things along. The rest of the officers cannot be excelled for their ability. Brother Fred Smith, who fires the 33, claims he does not need any fire on the 33 to keep up steam, so he shook it all out and dumped it, and told "Old Bill" they were all coming to "let her roll." If I have not knocked you out, with my first attempt, I will try and do so the next time. Yours in P. C. S. & P. "286."

JUNCTION, N. Y., Jan. 27, 1887.

Editor Locomotive Firemen's Magazine.

Our second annual reception, Wilson Lodge, No. 272, took place at Wells Hall last evening. Unusual efforts had been made this year to surround the ball with such an attractive social atmosphere as should secure the presence of Junction and vicinity society, and give to the event an old time prestige. The efforts put forth by the managers to secure these results, met

Digitized by Google

with a large measure of success, and the handsomely-dressed throng of people that filled the hall was a much more representative one than last season. The decorations were in fine taste and characteristic—simple yet sufficient. At 9 P. M. the grand march was announced, immediately the ball began and dancing to the lively strains of Prof. Fisk's orchestra was kept up until an early hour. The management of the affair was in good hands and admirably conducted. The floor committee consisted of Messrs. J. W. Gary, Frank Maxwell, Jno. S. Eveland and J. E. Dinsen. Jos. Osman acted as chairman. 119.

ONEONTA, N Y., Jan. 17, 1887.

Editor Locomotive Firemen's Magazine:

Susquehanna Lodge, No. 71, B. of L. F., held a festival and ball, Dec. 27, and the lady friends of the lodge presented it with a beautiful banner, which was gratefully and gracefully accepted.

Bros. Patten, Hotaling, Allen, Canning, Beach, Prindle, Fellows and Utten have stepped from the left to the right side of the cab.

Knowing your space is valuable, and that short letters stand a much better chance of being read than those of great length, I am

Yours sincerely, GEO. E. BOUCK.

CENTRAL PARK, ILL., Feb. 8th, 1887.

Editor Locomotive Fireman's Magazine:

Central Park Lodge, No. 237, is holding her own. The members gave their first annual reception at the Garfield Park Pavilion, on New year's Eve.

Although the clerk of the weather ordered a blizzard for that eve, it did not deter the 155 couples who participated, from having a pleasant time.

The hall was tastefully decorated with mottoes and emblems and draped with flags and evergreens.

Brother J B. Williams, was chairman of the committee on arrangements, and filled that position with his usual ability, and with the assistance of the ladies and members, made a grand success of our first effort.

A MEMBER.

GRAND RAPIDS, MICH., JAN, 16, 1887.

Editor Magazine:—

Not seeing anything of late from 265, it will doubtless be agreeable to the Brotherhood to know that we begin the new year with bright prospects, having fifty members on our roll, and all square on the books.

At our last meeting, the Lodge experienced a pleasant surprise, by a visit of a number of ladies, a committee from Progress Lodge No. 3, Ladies Society, B. of L. F. The object of the visit was to present 264, with a fine purse of money, which was accepted with many expressions of thanks. I hope to see the day when the wives, mothers and sisters will have organizations like Progress Lodge No. 4, as they will contribute to the success of our brotherhood, and promote sociability.

KIT.

RICHMOND, VA., Feb. 7, 1887.

Editor Locomotive Firemen's Magazine:—

Feeling satisfied that the membership of B. of L. F. will be glad to hear from "275." I desire to say that our meeting, held Sunday, Feb. 6th inst., was one of great interest to the membership.

Bro. J. J. Hannahan occupied the chair, and during the progress of the meeting, explained what the Brotherhood has done for the widows and orphaned children of those of our noble order, who have been true to their obligations and have fallen at the post of duty.

The impressions made by Bro. Hannahan, will not soon be effaced from the memories of those who were so fortunate as to hear his telling vindication of the grand purposes of our Brotherhood. He seemed to fully appreciate the good work accomplished by "775," and was delighted to see the love that one brother bears toward another. I am fully persuaded that Bro. Hannahan's visit to us, will prove a great help, and that the boys will maintain their good standing in the lodge, a point, which once reached, and for which Bro. Jenkins and others have been laboring, will give our lodge such prestige and power as will gladden the hearts of all.

After the meeting adjourned Bro. Hannahan, myself, and several other members of the Lodge, were the guests of Bro. C. W. Jenkins and his accomplished wife, where we were invited to dinner, and the occasion was one of great social enjoyment. In other respects we tried to make the visit of Bro. Hannahan enjoyable, and not the least interesting feature of his sojourn was the meeting with General W. C. Wickham, Vice-President of the Newport News & Mississippi Valley Railroad Company, a gentleman of first-class ability and rare accomplishments. Bro. Hannahan was greatly pleased with Gen. Hickman's opinion of the boys at work under his management. The fact is our Brotherhood firemen are endeavoring to do their duty, and fidelity to obligation always wins.

Having extended to Bro. Hannahan, such courtesies as were in our power, we accompanied him to the depot, where we said "good-bye," wishing him and our Grand Brother the largest measure of success.

E. LIST.

Digitized by Google

CAMDEN, N. Y., Feb. 11, 1887.

Editor Locomotive Firemen's Magazine:—

It is with a feeling of just displeasure that I glance over copy after copy of our magazine and see practically nothing, concerning Welcome Lodge No 72, of which I am a member. The Lodge has plenty of Literary talent, but it lies dormant, waiting for those whom they think more capable of interesting and instructing the readers of our organ. As an order, the B. of L. F. is by no means stationary, and we, as individuals, should strive to advance our cause, and not sit with folded hands and simply keep ourselves in good standing, leaving the active work for others. I feel that our officers are second to none, and that they fill their respective positions with honor and ability. Our members seem to be enthusiastic enough in regard to swelling our numbers, but there it stops. Why is this? Our members are very irregular in their attendance upon the meetings. Some never attend at all, and it is this latter element that does the "kicking" when anything is done without their sanction. No amount of coaxing, or inducement, can draw them into a meeting; as our elaborately furnished cigar stores claim their individual attention during their leisure hours. This should not be. We have a cause of right to protect, widows and orphans to provide for, and every cent voted out of the Lodge's treasury should leave the receiver's hand with not only the sanction of the same few members, who meet every meeting, but of a majority of all the members. Then everybody would be satisfied.

EX NAVAL APPRENTICE.

CHICAGO, ILL. Feb. 3, 1887.

Editor Locomotive Firemen's Magazine.

Impressed with the fact that the boys on the Illinois Central have been too long silent. I have concluded to let the outside world know that they are still in existence.

Bro. Deegan is trying to keep "59" hot on the Limited Express, between Lake St. and Grand Crossing, and is seemingly getting interested in the welfare of some of the fair sex, around Hyde Park. Look out Tom! Jumbo sits smiling across the 229 at Miller; they are two of a kind.

Garry and Dunham ornament the 225. Bro. Garry has been practicing law lately, but would never do to try the anarchists.

Dubois is running the 224, but intends giving exhibitions in fancy skating soon.

The boys on freight are getting thirty days with a muzzle on, for not having their engines clean and for refusing to work 24 hours every day. It is too bad that they don't get six months at Joliet. In that case they might wake up to the fact that there is a little imposition in the world.

Brockler, of 146 would not accept his holidays, and started on a regardless order for the "Sunny South." When last seen he was carrying signals for McLaughlin. They should have had a double-header, but the latter slipped an eccentric and had to abandon the run.

Bro. Burns is still with us, and is the same "old chip off the block."

Hoping this will serve the purpose of waking up some of the more capable, I C. boys, I will take a rest.

Yours in P. C. O. I.,

INJURED INNOCENCE.

The Brakeman.

BY "NAT," FAYETTEVILLE, PA.

As I stood by the railroad one cold, stormy night,
A heavy train came rushing with a bright headlight;
The engine groaned and the train rattled and creaked,
It roared and it rumbled and the shrill whistle shrieked;
It threw from its nostrils the black, wide-curling smoke,
And along by the hill-side deep echoes awoke.
On the top of the train, with his hand on the brake,
Stood a man on the look-out and widely awake,
Holding the brake-wheel with a strong, steady nerve;
As he yields with his body the turn of the curve.
How bravely he stands there, his hand on the wheel.
His body and arms like some hard tempered steel.
He rides through the tempest, he fears not the fierce gale,
As the train goes thundering along the steel rail.
The rain may descend and the hurricane roar,
As the train glides along the river's steep shore;
He braves the cold snow storm, the ice and the sleet,
But they have left him no place to set his cold feet.
In the prime of his manhood, the pride of his race,
He fears not the danger of his terrible place.
A short ladder is fastened to each side of the car,
To the brakeman who scale it 'tis more risky than war,
In duty they cling to it, in its rungs they confide,
The train like the whirlwind sweeps the cut's ragged side.
If they pass by it in safety it's all good and well,
But if caught by a breaker with the angels they'll dwell.
What care these grand magnates for blood or for life
Of the cool-headed brakeman, his children and wife,
If he falls from the train and they grind up his bones,
Or his cry of despair as he lies there and groans?
They hear not the wife's anguish, they heed not her wail
As she bends o'er her husband by the side of the rail,
Why are not men human and why cannot they see
That a hand rail and platform a blessing would be?
But, no, this poor brakemen on the car-top is led
For a road-bridge to catch him and knock off his head.
Methinks a train will soon start, yes, start, in the night,
Greedy magnates will witness a horrible sight;
For a long train will start, which for them will be new,
Reckless heads of close railroads will make up a grand crew,
The great men who would sacrifice lives in their greed,
And the devil will drive them to hell at full speed.

WE had the pleasure of meeting Bro. C. J. Singleton, of 111, at a recent meeting of the lodge at Evansville. C. J. is small in stature, but a giant in pluck.

Digitized by Google

To the Members of O. K., No. 269, B. of L. F.

The "Locomotive Brotherhood is a jolly crew,
And its gen'rous acts are known the country through,
A sample of the Brotherhood, worthy of my rhyme,
Is found, I think, in O. K. Lodge Number 269.

To praise these men I would wish. Shyly I begin,
Yet to leave them in oblivion I think would be a sin,
So I'll try to write a line or two and name a few of them,
For the boys along our lines are a noble set of men.

But first I'll name the object these Brothers have in view,
And when you plainly understand, you will praise them, too.
They monthly lay their dollars by to alleviate distress,
To help the lonely widow, feed and clothe the fatherless.

Frank Miller is our Master, and all the boys agree
A more honest and trustworthy man can surely never be,
May he fill his position many years to come,
And day by day feel prouder of the noble work begun.

I'll introduce another, and you'll receive him with a cheer.
For each and all the Brothers love their jolly Financier;
His hands are always ready to help the sick and poor;
And his name is Daury Keegan; now you'll recognize him sure.

Our Secretary's name is McKenzie—a noble-hearted boy.
There never lived a better man; he fills our hearts with joy.
And if he finds there's one in need he'll strive with might and main,
To give the needy one a lift and set him right again.

The next is Brother Cahill, with pleasure him I name,
His ancestors all Irishmen, and mine are all the same.
I could never say too much for "Jim," I speak it from my heart,
And when duty calls, our noble Jim will surely do his part.

There's Mack and Meyers, Jim Miller and Downs,
Sheehan and Leavin and "Luddon," the clever clown.
When e're a call for help may come, they never wear a frown,
But quickly pull their pocketbooks and put the money down.

There's another true to business, who is climbing up to fame.
To prove the best of firemen, he strives with might and main,
Geo. Kirshner is a dandy who makes no mistake—
He handles his scoop with pleasure, and fires the 108.

I must name another e're I close, for he is true and straight.
His name is Jackson Regan and he fires the 28.
He's first on time, he never lags or even makes a pause.
And will help the "Gallant Brotherhood keep up its noble cause.

In the future if the Brotherhood wish, and all may think it best,
I'll take my pen in hand again and write about the the rest.
May we all live long and prosper, may our reputation spread,
And Heaven shower its blessings on each worthy Brother's head. —*Jas. F. Luddon.*

THE new Receiver of No. 160 is going to make a first-class record. Taylor is his name and "strictly cash" is his motto.

Personal.

W. J. INGLING, Master of No. 113, boasts of the arrival of a nine-pound girl at his domicile. W. J. will soon be a *past* Master now.

PADDY RYAN, of Lodge "155" the champion heavy weight of the Narrow Guage was knocked out in one round by a Pittsburg girl a few months ago.

THE estimable wife of our Grand Master, says there is one particular good feature about Frank, and that is, he always gets home in time to start away again.

BESIDES being an excellent Master, Bro. Will Torrance, of No. "160" has become exceedingly clever as a punster. Be careful how you approach him or he will get you sure.

ED. MCGRIFF, of Evansville, one of the staunchest members of "160," is pulling a throttle on the E. & I. with marked success. Ed. is a whole-souled, hospitable fellow and has the confidence and respect of all who know him.

A. W. SPURR had charge of the ball of 57 as usual this year, and that accounts for the magnificent success that was scored. Brother Spurr worked like a trojan, and the result of his efforts must be exceedingly gratifying to him.

A VERY beautiful and appropriate memorial card of the late Bro. Henry Yeager has been received, for which we are indebted to the mother of the deceased. In touching words the afflicted mother voices her great love for her dear, dead boy.

HARRY COCHRANE of No. "225" is now running out of Big Spring, Texas, on the Texas & Pacific. On his long journey from Fort William out to Big Spring he met with many courtesies at the hands of members of the Order, all of which he remembers with profound gratitude.

E. H. LANPHEAR, Hornellsville, N. Y., is the gentleman who so kindly presented us with the gavel and block of marble used by Grand Master Leach at the first annual convention held in 1874. Mr. Lanphear is the friend of our Order and those of our members who visit Hornellsville will do well to give him a call.

WE have been favored with one of the "Orders of Dances" used at the late ball of Boston Lodge No. 57. It is a most artistic piece of work. Rich in design and elegant in construction and would grace an occasion where railroad magnates meet in social intercourse. The members of "57" always do things up in style.

Digitized by Google

THE "Big Four" at Evansville, are now smoking the pipe of peace. How soon they may paint again depends entirely on circumstances.

OUR worthy Grand Master recently came into Terre Haute "on one side" after a long and tedious journey from the East. He must have struck Duggan, of Buffalo, or some other cyclone from the looks of his "grip," which showed unmistable signs of a "scrap." We suggest a penny contribution for a new handle for the Grand Master's "baggage casket." Who will start the good work?

Historical Relics.

On our recent visit to Hornellsville, N. Y., Bro. A. L. Jacobs, of Buffalo Lodge No. 12, piloted us to the hall in which was held the first annual convention of the Brotherhood of Locomotive Firemen, and in which the Grand Lodge was first organized. The hall is on the third floor of the building occupied by Mr. E. H. Lanphear, the tobacconist. It has since been divided into rooms, but as the rooms were unoccupied we had the pleasure of examining the cradle in which our great Brotherhood was nursed into life. Bro. Jacobs, who was a delegate at said convention, which was held in December, 1874, related many interesting reminiscences of the scenes that were enacted there. Little did that handful of men dream that they were laying the foundation of an Order that was destined to grow to tens of thousands and take its place among the foremost of its kind in the land. Yet such has been the result of the small beginning at Hornellsville, thirteen years ago.

Mr. Lanphear, the proprietor, kindly presented us with the gavel with which Grand Master J. A. Leach called the Convention to order and with which he presided over the session. He also presented us with the small block of marble which was used at the Grand Master's station. Those interesting relics, for which we return our sincere thanks to Mr. Lanphear, are now in the Grand Master's office, and it is the intention of Grand Master Sargent to use them at our first biennial convention to be held at Atlanta, Ga., in September, 1888.

The Happy Isles.

On quiet waves when Heaven smiles,
Man rests on idle oars:
And dreaming of the blessed isles,
Drifts past their magic shores.

On stormy waves, when Heaven weeps,
No dream, though sweet, beguiles:
To toil he bends, nor rests, nor sleeps—
So gains the happy isles.

Amusements.

BOSTON, MASS.

The annual ball of Boston Lodge, No 57, was one of the happiest and most successful events of the season. Over four hundred couples were present and danced the weary hours away. Brother A. W. Spurr was Commander in Chief of the occasion, and this also was a sufficient guarantee of success. All the members feel highly elated at the result and well they may, for the affair reflected great credit on the Lodge and the Order generally. Mr. Tolson, Superintendent of the Providence Road, kindly passed all holders of ball tickets free over his line and his kindness will be remembered by the boys. We are glad to see old 57 so ably sustain her reputation in social circles.

CHICAGO, ILL.

The most successful social reception of T. P O'Rourke Lodge 244, B. of L. F., took place January 19th at Apollo hall. Fully two hundred couples were present and Badger's band occupied the stage. Delegations were present from Hyde Park, and the belles of Chicago mingled with the lasses of the sister city in friendly rivalry for the attention of gallant beaux. At 12 o'clock supper was served in the dining hall, and dancing, which had occupied the floor until then, was resumed and continued until a late (or rather an early) hour. The success of the evening is due to P. C. Winn, general manager, to the floor managers, Chas. Naylor, J. McCarthy. C. J. Lynch and T. O'Shea, and to the committee of arrangements composed of J. B. Good, K. Dollard, J. McCarthy, J. O'Connell and W. J. Cook. The programmes were the finest ever given in the city. P. C. Winn, as floor manager, was a success—he made himself useful as well as ornamental. Chas. Naylor, as a preserver of the etiquette of the affair, attracted the admiration of the ladies. J. W. McCarthy was everywhere at once and was a general favorite. G. B. T.

BARABOO, WIS.

We are pleased to report that Alpha Lodge No. 26, met with its usual degree of success in giving its annual ball this year. A most delightful time was had and the boys feel highly pleased with the result. Following is an account of the ball, clipped from a Baraboo paper:

Last evening Baraboo witnessed the largest, and we may say one of the grandest parties, held for many a year, the occasion being a grand ball under the auspices of Alpha Lodge No. 26, B. of L. F., at Swineford's hall. Fully 300 couples were present The large hall was most tastefully decorated with flags, pictures of locomotives, oil paintings, headlights, etc., and suspended from the ceiling in the center of the hall was a large letter "F" made of evergreens, with the letters B. of L. F. painted thereon. The music—Slocum's orchestra, of Harvard, with six additional pieces from Chicago—discoursed some extraordinary fine music, and that alone was worth the price of admission. The supper, which was served at the R. R. Eating House, was a perfect banquet. Two long rows of tables laden with everything that is appropriate on such an occasion, graced the dining room, and the pleasing manner in which Landlord Watson managed the large assemblage was very gratifying. The party was an unbounded success, and hugely enjoyed by those participating.

Resolutions.

MARSHALLTOWN, IOWA, Feb. 1, 1887.

At a regular meeting of Guide Lodge No. 125, B. of L. F., held January 27th, 1887, the following resolutions were adopted:

WHEREAS, Our Lodge has been presented with a banner and calendar, with the letters "B L. F." beautifully painted by Mrs. F. G. Stewart, therefore be it

Resolved, That we extend to her our thanks for this manifestation of her good wishes for our Lodge.

Resolved, That a copy of these resolutions be published in the city papers and also in our Magazine.

JESSE LONG,
J. T WILHELM,
GEO. ABBEY,
} Committee,

Digitized by Google

BURLINGTON, IOWA, Feb. 1, 1887.

At a special meeting of Herald Lodge No. 161, B. of L. F, held Jan. 26, 1887, the following resolutions were adopted:

WHEREAS, In view of the loss we have sustained by the decease of our Brother Dave Mayor, who died with consumption January 25th, 1887, and of the still greater loss sustained by those who were nearest and dearest to him; therefore be it

Resolved, That it is but a just tribute to the memory of our departed brother, to say we mourn for one who was, in every way, worthy of our respect.

Resolved, That we condole with the family of the deceased on the dispensation which Divine Providence has inflicted and commend them to Him who orders all things for the best, and whose chastisements are meant in mercy.

Resolved, That our charter be draped in mourning for the space of thirty days, and that these resolutions be spread on the minutes of our Lodge and a copy given to the family of the deceased, also published in our Magazine and in the La Harpe La Harper.

W. H. WILDER,
F. F. KARNES,
E. J. KELLY,
} Committee.

BURLINGTON, IOWA, February 1st, 1887.

At a special meeting of Herald Lodge, No. 161, B. of L. F. held in the G. A. R. hall at LaHarpe, Ill Jan. 27th, 1887, the following resolutions were unanimously adopted:

Whereas, Many favors were shown us during the illness of Brother Dave Mayor, and also at the time of the funeral, therefore be it

Resolved, That our thanks are due and are hereby extended to Engineer J. D. Sansom, of the T. P & W. R. for the interest he manifested in our welfare throughout; and to Post No. 142, of the G. A. R. for the gratuitous use of their hall on the day of the funeral.

Resolved, That a copy of these resolutions be recorded on the minutes of our Lodge, a copy sent to J. D. Sansom and Post No. 142, of the G. A. R. also that a copy be sent to the LOCOMOTIVE FIREMEN'S MAGAZINE for publication.

W. H. WILDER,
F. F. KARNS,
E. J. KELLY.
} Committee.

CEDAR RAPIDS, IOWA, February 14th, 1887.

At a regular meeting of Hawkeye Lodge, No. 27, Brotherhood of Locomotive Firemen, the following resolutions were adopted.

Resolved, That we extend a vote of thanks to R. W. Bushnell, Master Mechanic of the R. C. R. & N. Railway, for the gift of pictures to decorate our new hall.

Resolved, That we extend our thanks to Chas. Billan for the presentation of a fine eight day clock to be placed in the hall.

Resolved, That we extend our sincere thanks to the Ladies Society, B. of L. F. for the donation of $30 00 for our use.

Resolved, That we extend our thanks to W. W. C. Byers, for the presentation of a new and elegant set of gavels.

Resolved, That a copy of these resolutions be published in our daily papers, and a copy of the same be sent to the Magazine for publication.

F. M. MCARDLE,
C. B. EVERETT,
A. GILDERSLEEVE.
} Committee.

ALBANY, N. Y., Feb. 15, 1887.

At a regular meeting of Albany City Lodge No. 230, B. of L. F.. the following resolutions were adopted, expressing our sorrow at the death of our late Brother E. C. Tracy:

WHEREAS, The members of this Lodge are called upon for the first time to drape their charter in mourning, it having been the will of the Almighty God to remove from our midst our most worthy and beloved Brother, E. C. Tracy. who died of consumption after a lingering illness, January 29th, 1887.

WHEREAS, Albany City Lodge has lost a good member, the Brotherhood an earnest worker and his relations a young man that they might well feel proud of; therefore be it

Resolved, That, as a token of respect to our departed Brother, our charter be draped in mourning for the space of thirty days, and that these resolutions be entered on the minutes of this Lodge, also that they be published in the Magazine.

JAMES J. GILL.
WM. H. BAGLEY,
JOHN CONNORS,
} Committee.

CLIFTON FORGE, VA., Febuary 22nd, 1887.

At a special meeting of Jackson Lodge, No. 274, B. of L. F. held at Clifton Forge, Virginia, on the third day of January, 1887, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from among us our young and worthy brother, Henry Yeager, who died of consumption at his home in Staunton, Virginia, on the 15th day of December, 1886. Therefore be it

Resolved, That in the death of Brother Yeager, this lodge has lost one of its promising members and the community in which he lived an equally promising citizen

Resolved, That as a tribute of respect to the memory of our deceased brother, we drape our Lodge in mourning, and the members thereof wear the customary badge for the space of thirty days, and that these resolutions be spread upon the minutes of the Lodge, a copy sent to the family of the deceased, and a copy sent to the Clifton Forge Independent and Staunton Vindicator for publication.

B. H. COLES,
C. H. BUTCHER,
B. E. EUGART.
} Committee.

MT. VERNON, ILL., February 1, 1886.

At a meeting of Evening Star Lodge, No. 112, held this day the following action was taken in regard to the death of two honored and faithful members of the lodge.

WHEREAS, By a sad dispensation, Brother William Hansaker, engineer, and Robert F. Gray, fireman, were killed Sunday, January 23d, by the explosion of engine No. 70, on the St. Louis Division of the Louisville & Nashville Railroad. Therefore be it

Resolved, That by the death of Brothers Hansaker and Gray, the B. of L. F. has lost two steadfast supporters of its principles, and this lodge two of its best and most valued members, men who were beloved as sons, and respected as employes.

Resolved, That the bereaved relatives of our dead brothers have to the fullest extent our profound sympathy, and that a page in our minute book be devoted to appropriate inscriptions to their memory.

Resolved, That as a further tribute to their memory, we drape our Charter in mourning for the space of sixty days. That a copy of these resolutions be presented to the families of our deceased brothers, and that a copy be furnished the Magazine and the Mount Vernon city papers, for publication.

S. R. WILD,
J. G. BRANHAM,
G. W. NEWTON,
} Committee.

ESTHERVILLE, IOWA, Feb. 14, 1887.

At a regular meetin g held by Emmet Lodge No. 288 December 20. 1886, the following resolutions were unanimously adopted:

WHEREAS, For the first time in the history of this Lodge it has pleased Almighty God to remove from our midst our esteemed and beloved Brother R. Kiley, who was killed near Lake Park, Iowa, December 1st, 1886, by jumping from his engine to avoid death, alas, only to meet it.

WHEREAS, Brother R. Kiley was taken from our midst suddenly and in the prime of life, therefore be it

Resolved, That by his death the Brotherhood has

Digitized by Google

lost a warm advocate of its principles, the Lodge an efficient officer and brother whom all were well pleased to meet.

Resolved, That we tender the afflicted father, mother, brothers and sisters our heartfelt sympathy in this sad bereavement and recommend them to Him who alone can heal earth's deepest sorrow.

Resolved, That our chart, charter and his chair be draped in mourning for the space of thirty days and that these resolutions be spread upon the minutes of the meeting and that a copy be sent his parents and sisters and that they be published in the Magazine.

J. H. CARBERRY,
J. RICHLEY,
W. S. DAVIS,
} Committee.

EVANSTON, WYO., February 12th, 1887.

At a regular meeting of Morning Star Lodge, No. 88, B. of L. F. held February 10th, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His infinite wisdom to remove from our midst by collision our beloved and faithful Brother, L. E. Bennis, therefore be it

Resolved, That in the death of Brother L E. Bennis this lodge mourns the loss of a brother who was ever ready to proffer the right hand of fellowship and the voice of sympathy to the needy and distressed of the Fraternity, an active member whose utmost endeavors were exerted for the welfare of this lodge, a friend and companion who was dear to us all, a citizen whose noble and upright life was a standard of emulation to his fellowmen.

Resolved, That the heartfelt sympathy of this lodge be and is hereby tendered to the wife and relatives of our deceased brother in this, their hour of trial and affliction

Resolved, That these resolutions be entered on the records of the lodge, and a copy be sent to the wife of our deceased brother, also that a copy of the same be sent to our Magazine for publication.

Resolved, That our charter be draped in mourning for the space of thirty days as a token of respect for our late brother.

J. C. BOWMAN,
J. THINUES,
H. BODINE.
} Committee.

Letters of Thanks.

ARMSTRONG, KANSAS, January 23d, 1887.

To the Officers of Kaw Valley Lodge, No. 313, B. of L. F.

GENTLEMEN: I hereby acknowledge the receipt of a draft for $1,500, the amount of insurance due me on the death of my son, Victor F. Myers, which was delivered to me by John Donovan, Financier of Kaw Valley Lodge, No 313. I also desire to return my thanks to the Brotherhood for the draft, and I wish to express my appreciation of the kindness and attention shown my beloved boy in his illness, and for the respect paid him at his death. Also to thank John Donovan for his kindness and promptness, that the Lord will bless and protect your noble and beneficent Order, is the earnest wish of

MRS. MARY L. MYERS.

LA HARPE, ILL., February 10th, 1887.

To the members of Herald Lodge, No. 101, B of L. F.

GENTLEMEN: Accept our thanks for your kindly solicitude and attention for our son and brother, David Mayor, during his last illness, Especially do we thank you for those sent to care for him in his last hours, so full of suffering: Also for those who came with sympathizing hearts, to attend the last sad rites of burial.

That God may bless you as a Brotherhood, as individuals, watch over, care for, and keep you in safety, through dangers seen and unseen, and finally receive you unto himself, in that Brotherhood above where sickness enters not, and death never comes is the earnest prayer of

MRS. A. E. MAYOR AND CHILDREN.

CLEVELAND, OHIO, Feb. 17, 1887.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: Accept my thanks for the prompt payment of $1,500 insurance due me on the death of my husband, J. H. Bruckshaw I wish to thank the members of Lodge No. 10 for the beautiful floral offering sent, and for their kindness and sympathy; and especially I wish to return thanks to Brothers Prosser, Smith and Whitmore, who have proved true friends in my bitter sorrow, and may you each and all find such friends in your hour of need as you have been to me is my earnest prayer. Gratefully yours,

MRS. BELLE BRUCKSHAW.

CULPEPPER, Feb. 1th, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS: It is with feelings of sincere gratitude that I wish to acknowledge the receipt of a draft for $1,500 due me on my disability claim. I wish also to tender to the members of No. 308 my warmest thanks for their kindness since I have been crippled.

To all members of the Brotherhood, take my advice and keep your dues paid up promptly, for you do not know how soon misfortune may overtake you. I sincerely wish that prosperity may always attend the Brotherhood, and that it shall forever continue in its noble mission of charity and peace.

Yours fraternally, J. B. RUST.

BUFFALO, N. Y., Feb. 10, 1887.

To the Officers and Members of Omega Lodge No. 310, B. of L. F.:

GENTLEMEN: I desire to express to you my sincere thanks and heartfelt gratitude for the many acts of kindness shown myself and my late husband, Mr. Geo. Ellis, during his last sickness. I take this means also to return thanks to Messrs. David S. Dickson, Philip Springweiler and other members of Buffalo Lodge No. 12 for sympathy extended to us and to all his friends on the Buffalo division of the L. S & M. S. R. R, and all others for kindness, sympathy and floral offerings. I am at a loss to find words that will express myself for the gratitude I have for the B. of L. F. I shall as long as I live, remember you with loving recollections, and may the Almighty Ruler of all things bless each and every member of the Brotherhood of Locomotive Firemen.

Sincerely your friend, CORA ELLIS.

In The Orange Orchard.

What plentitude of amber light
Floods all the air this breezy morn!
The woods are choral, and it seems
As though, within a land of dreams,
I heard from every windy height
A feathered Orpheus sound his liquid horn.

Like tiny harvest moons I see,
Amid the leaves that shake and shine,
The luscious, ripened fruitage glow;
The lithe chameleons, as they go,
Change in the sunlight fitfully
From greens and grays to hues like ruddy wine.

The jessamine blossoms are as sweet
As those in Somarcand of yore,
At day-dawn by the terrace stair,
When Zarie plucked them for her hair,
Then ran to find, with eager feet,
Her waiting lover by the postern door.

We act the same old scene to-day—
The lover I and this the hour—
Haste, haste, my sweet, the moments speed!
Time pauses not howe'er we plead.
Behold, she threads the orchard way,
Within her hair a fresh-plucked jessamine flower.

Clinton Scollard, in Southern Bivouac.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MARCH, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., March 1, 1887.

ASSESSMENT NOTICE FOR MARCH.

Assessment No. 4.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the Death and Total Disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM NO. 20. J. Byrne, of Buffalo Lodge No. 12, died of Consumption January 14th, 1887.

CLAIM NO. 21. J. F. Rhody, of "Old Kentuck" Lodge No. 104, was killed by Railroad Accident December 16th, 1886.

CLAIM NO. 22. Chris. Tool, of "Old Kentuck" Lodge No. 104, was killed by Railroad Accident December 16th, 1886.

CLAIM NO. 23. John Donohue, of Chicago Lodge No. 95, died of Consumption January 1st, 1887.

CLAIM NO. 24. Robert Griffith, of Maple Leaf Lodge No. 151, died of Cerebral Congestion, January 15th, 1887.

CLAIM NO. 25. John Presler, of Eureka Lodge No. 14, died of Inflammation of Bowels, January 22d, 1887.

CLAIM NO. 26. Albert Willard, of California Lodge No. 260, declared Totally Disabled from injuries to the Spine and Hip, January 24th, 1887.

CLAIM NO. 27. David Mayor, of Herald Lodge No. 161, died of Consumption, January 25th, 1887.

CLAIM NO. 28. L. E. Bemis, of Morning Star Lodge No. 88, was killed by Railroad Accident, February 2d, 1887.

CLAIM NO. 29. Joel Bryant, of Taylor Lodge No. 175, was declared Totally Disabled with Partial Paralysis and Injury to Spine, February 12th, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 20, and all members who were admitted on or before *January 27th, 1887*, are liable therefor.

You are required to pay the above assessments to the Collector of your Lodge on or before MARCH 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., February 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending January 31, 1886:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 27 & 28.	Assessm't No. 1.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 27 & 28.	Assessm't No. 1.	TOTAL.
1	$ ...	128	$	$128 00	71	$20	102	$	$122 00
2	32	36	.....	68 00	72	59	196	99	354 00
3	149	386	.....	535 00	73	4	108	.....	112 00
4	28	140	.....	168 00	74	33	38	23	94 00
5	5	172	.....	177 00	75	74	272	.....	346 00
6	24	72	.....	96 00	76	46	68	.....	114 00
7	2	46	.....	48 00	77	113	156	.....	269 00
8	28	68	.....	96 00	78	3	156	.....	159 00
9	79	106	.....	185 00	79	9	78	.....	87 00
10	34	84	.....	118 00	80	.....	.....	.....	.....
11	8	224	.....	232 00	81	4	160	59	223 00
12	118	444	.....	562 00	82	.....	.....	.....	.....
13	14	192	.....	206 00	83	13	96	.....	109 00
14	40	234	.....	274 00	84	.....	152	.....	152 00
15	19	90	.....	109 00	85	2	82	.....	84 00
16	40	258	.....	298 00	86	14	100	.....	114 00
17	...	.....	.....	 00	87	.....	54	.....	54 00
18	15	100	.....	115 00	88	46	46	.....	92 00
19	...	64	.....	64 00	89	3	66	.....	69 00
20	15	54	.....	69 00	90	.....	22	9	31 00
21	26	48	.....	74 00	91	20	14	.....	34 00
22	9	32	.....	41 00	92	19	18	.....	37 00
23	30	38	.....	68 00	93	16	150	.....	166 00
24	45	90	.....	135 00	94	.....	114	.....	114 00
25	26	74	.....	100 00	95	74	110	.....	184 00
26	29	128	.....	157 00	96	5	58	.....	63 00
27	18	128	.....	146 00	97	10	76	.....	92 00
28	13	144	.....	157 00	98	16	46	21	83 00
29	...	72	.....	72 00	99	20	142	.....	162 00
30	6	32	.....	38 00	100	34	52	.....	86 00
31	59	88	.....	147 00	101	73	216	.....	289 00
32	23	44	22	89 00	102	9	90	.....	99 00
33	26	98	53	177 00	103	36	206	.....	242 00
34	...	118	58	176 00	104	34	44	.....	78 00
35	31	24	.....	55 00	105	15	180	.....	195 00
36	15	108	.....	123 00	106	4	54	.....	58 00
37	...	.....	55	55 00	107	22	116	.....	138 00
38	2	126	.....	128 00	108	.....	46	.....	46 00
39	...	64	.....	64 00	109	30	126	.....	156 00
40	25	152	.....	177 00	110	.....	56	.....	56 00
41	8	34	.....	42 00	111	7	80	.....	87 00
42	...	72	.....	72 00	112	42	90	36	168 00
43	2	70	.....	72 00	113	5	50	.....	55 00
44	11	126	.....	137 00	114	.....	40	.....	40 00
45	62	132	.....	194 00	115	10	54	.....	64 00
46	56	64	.....	120 00	116	13	60	.....	73 00
47	...	238	116	354 00	117	.....	100	.....	100 00
48	21	130	.....	151 00	118	4	40	.....	44 00
49	55	48	.....	103 00	119	10	50	.....	60 00
50	....	100	.....	100 00	120	20	150	.....	170 00
51	35	74	.....	109 00	121	64	84	52	200 00
52	2	194	.....	196 00	122	31	78	.....	109 00
53	25	72	.....	97 00	123	68	96	.....	164 00
54	17	160	.....	177 00	124	25	58	.....	83 00
55	42	46	19	107 00	125	57	66	.....	123 00
56	11	34	.....	45 00	126	15	38	.....	53 00
57	84	404	.....	488 00	127	22	86	.....	108 00
58	2	16	.....	18 00	128	4	52	.....	56 00
59	64	140	69	273 00	129	8	112	.....	120 00
60	38	134	.....	172 00	130	.....	160	80	240 00
61	80	88	.....	168 00	131	33	32	.....	65 00
62	15	108	.....	123 00	132	30	56	.....	86 00
63	60	64	36	160 00	133	.....	62	31	93 00
64	12	54	.....	66 00	134	27	42	24	93 00
65	23	128	.....	151 00	135	40	90	.....	130 00
66	62	96	56	214 00	136	31	26	10	67 00
67	32	188	.....	220 00	137	.....	56	27	83 00
68	50	108	.....	158 00	138	.....	68	.....	68 00
69	2	84	38	124 00	139	12	26	.....	38 00
70	39	44	27	110 00	140	4	98	.....	102 00

Digitized by Google

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 27 & 28.	Assessm't No. 1.	Total.
141	$ 2	$222	.....	$224 00
142	56	76	.....	132 00
143	20	22	.....	42 00
144	11	44	.....	55 00
145	5	62	.....	67 00
146	37	28	.....	65 00
147	6	42	.....	48 00
148	59	40	.....	99 00
149	66	310	.....	376 00
150	39	82	.....	121 00
151	8	92	.....	100 00
152	14	16	.....	30 00
153	65	58	.....	123 00
154	...	112	55	167 00
155	...	...	.....	... ...
156	1	96	.....	97 00
157	35	34	9	78 00
158	31	102	.....	133 00
159	111	20	23	154 00
160	23	58	.....	81 00
161	18	100	48	166 00
162	22	156	.....	178 00
163	17	40	17	74 00
164	4	82	.....	86 00
165	25	56	.....	81 00
166	18	46	.....	64 00
167	7	72	36	115 00
168	14	52	.....	66 00
169	23	178	.....	201 00
170	21	32	.....	53 00
171	4	22	.....	26 00
172	...	106	.....	106 00
173	12	72	23	107 00
174	32	190	.....	222 00
175	22	66	.....	88 00
176	...	34	17	51 00
177	10	70	.....	80 00
178	52	124	.....	176 00
179	88	108	.....	196 00
180	4	20	.....	24 00
181	6	34	.....	40 00
182	15	46	25	86 00
183	...	.....	.....	... ...
184	6	26	.....	32 00
185	8	20	12	40 00
186	32	14	.....	46 00
187	...	28	.....	28 00
188	1	120	.....	121 00
189	...	68	.....	68 00
190	32	36	.....	68 00
191	17	64	.....	81 00
192	2	40	.....	42 00
193	17	30	.....	47 00
194	3	76	.....	79 00
195	2	104	.....	106 00
196	12	30	.....	42 00
197	...	70	.....	70 00
198	2	36	.....	38 00
199	...	52	.....	52 00
200	27	24	.....	51 00
201	...	62	.....	62 00
202	13	76	.....	89 00
203	25	60	.....	85 00
204	8	24	.....	32 00
205	76	90	49	215 00
206	13	.....	.....	13 00
207	6	120	.....	126 00
208	5	58	.....	63 00
209	4	28	.....	32 00
210	8	60	.....	68 00
211	2	104	49	155 00
212	...	40	.....	40 00
213	21	2	.....	43 00
214	16	38	.....	54 00
115	...	92	45	137 00
216	21	96	.....	117 00
217	12	8	.....	20 00
218	...	.....	.....	... ...
219	11	74	.....	85 00
220	$12	$108	$51	$171 00
221	...	70	.....	70 00
222	41	62	.....	103 00
223	12	14	.....	26 00
224	14	42	.....	56 00
225	18	38	.....	56 00
226	...	56	.....	56 00
227	31	32	15	78 00
228	5	168	84	257 00
229	...	64	.....	64 00
230	...	124	61	185 00
231	51	48	.....	99 00
232	8	48	.....	56 00
233	...	.....	.....	... ...
234	...	18	.....	18 00
235	26	42	.....	68 00
236	8	20	.....	28 00
237	14	96	.....	119 00
238	20	26	18	64 00
239	15	22	.....	37 00
240	20	130	.....	150 00
241	...	30	.....	30 ...
242	...	82	.....	82 00
243	35	44	.....	79 00
244	...	...	69	69 00
245	1	42	.....	43 00
246	...	.....	.....	... ...
247	35	36	16	87 00
248	17	40	17	74 00
249	5	36	.....	41 00
250	...	116	59	175 00
251	10	58	.....	68 00
252	...	158	.....	158 00
253	4	60	.....	64 00
254	53	44	23	120 00
255	53	40	18	111 00
256	3	60	.....	63 00
257	3	.....	19	22 00
258	26	46	.....	72 00
259	66	36	.....	102 00
260	10	42	16	68 00
261	...	.....	26	26 00
262	13	34	.....	47 00
263	22	28	.....	50 00
264	2	72	.....	74 00
265	...	98	.....	98 00
266	...	70	.....	70 00
267	21	26	.....	47 00
268	19	20	.....	39 00
269	8	36	.....	44 00
270	11	120	41	172 00
271	...	50	.....	50 00
272	...	52	26	78 00
273	3	84	41	128 00
274	10	24	.....	34 00
275	19	20	.....	39 00
276	23	10	.....	33 ...
277	4	10	.....	14 00
278	...	12	.....	12 00
279	11	16	.....	27 00
280	3	66	.....	69 00
281	23	18	.....	41 00
282	18	32	.....	50 00
283	17	56	28	101 00
284	46	96	.....	142 00
285	23	28	.....	51 00
286	15	116	.....	131 00
287	7	104	.....	111 00
288	...	32	.....	32 00
289	13	22	.....	35 00
290	18	22	.....	40 00
291	32	66	.....	98 00
292	...	.....	.....	... ...
293	10	86	.....	96 00
294	6	32	.....	38 00
295	12	42	.....	54 00
296	8	16	.....	24 00
297	...	18	.....	18 00
298	13	26	.....	39 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 27 & 28.	Assessm't No. 1.	Total.
299	$10	$46	.....	$56 00
300	...	...	40	40 00
301	2	38	16	56 00
302	9	36	.....	45 00
303	...	18	.....	18 00
304	2	36	.....	38 00
305	1	40	19	60 00
306	9	36	.....	45 00
307	10	74	.....	84 00
308	6	28	.....	34 00
309	12	34	.....	46 00
310	6	28	.....	34 00
311	...	34	17	51 00
312	2	40	.....	42 00
313	22	48	.....	70 00
314	14	26	.....	40 00
315	10	52	.....	62 00
316	29	54	.....	83 00
317	...	78	.....	78 00
318	...	...	.....	... ...
319	...	74	.....	74 00
320	...	...	.....	... ...
321	8	32	.....	40 00
322	5	38	23	66 00
323	6	64	.....	70 00
324	...	34	.....	34 00
325	$ ..	$44	$ ..	$44 00
326	4	34	.....	38 00
327	...	...	.....	... ...
328	6	34	.....	40 00
329	6	24	.....	30 00
330	7	28	.....	35 00
331	...	42	22	64 00
332	11	14	.....	25 00
333	8	92	.....	100 00
334	...	24	.....	24 00
335	...	38	.....	38 00
336	..	14	.....	14 00
337	6	30	.....	36 00
338	...	16	.....	16 00
339	...	...	.....	... ...
340	...	...	.....	... ...
341	...	...	.....	... ...
342	...	...	.....	... ...
343	...	...	.....	... ...
344	...	...	.....	... ...
345	...	...	.....	... ...
346	...	...	.....	... ...
347	...	...	.....	... ...
348	...	...	.....	... ...
349	...	...	.....	... ...
350	...	...	.....	... ...

Balance on hand January 1	$12,933 00
Received during month	32,380 00
Total	$45,313 00
By claims 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10	$31,500 00
Balance on hand February 1	$13,813 00

Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., March. 1, 1887.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is hereby called to the following Special Notices, viz:

GENERAL CIRCULAR.

General Circular No. 5, has been forwarded to all Lodges.

BACK NUMBERS.

The following back numbers of the Magazine are desired, viz: December, 1876; January, February, June and October, 1877. Any member having these numbers and wishing to dispose of them will please correspond with the Grand Secretary.

UNION MEETINGS.

A grand union meeting will be held at New York City, on May 15th, under the auspices of Just in Time Lodge No. 149. All the Grand Officers will be in attendance and the largest possible attendance is desired.

A grand union meeting will also be held at Milwaukee, Wis., on June 12th under the auspices of Guiding Star Lodge No 130, and preparations are being made for a grand reunion.

SPECIAL MEETINGS.

The following meetings have been called for the month of March and will be attended by the Grand Master and Grand Secretary and Treasurer, viz:

Cairo, Ill., 6th; Jackson, Tenn, 7th; Memphis, Tenn., 8th; Vicksburg, Miss., 9th, McComb City, Miss., 10th; Algiers, La, 11th; Mobile, Ala., 2th; Meridian, Miss., 13th; Paducah, Ky., 14th; Grand Rapids, Mich., 20th, and Delaware, Ohio, 27th.

EUGENE V. DEBS, G. S. and T.

FRANK P SARGENT, G. M.

Digitized by Google

CONVENTION PHOTOGRAPHS.

Any delegate having failed to receive his convention photograph will notify Bro. F. X. Holl, of Minneapolis, to that effect. Bro. Holl is also prepared to receive additional orders from and after March 15th. Address F X. Holl, 1301 2d st., S., Minneapolis, Minn.

Grand Lodge.

F. P. SARGENT.....*Grand Master*
Terre Haute, Indiana.

J. J. HANNAHAN.....*Vice Grand Master*
Box 655, Englewood, Ill.

E. V. DEBS.....*Grand Secretary and Treasurer*
Terre Haute, Indiana.

E. V. DEBS.....*Editor and Manager of Magazine*
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER, Chairman, Box 738, Fort Dodge, Ia
C. C. SUTHERLAND, Secretary, Creston, Iowa.
L. P. SMITH, 292 Fulton Street, Chicago, Ill.

GRAND EXECUTIVE BOARD.

H. WALTON, Chairman, 4233 Haverford St., West Philadelphia, Pa.
W. E. BURNS, Secretary, 122 Newberry Avenue, Chicago, Ill.
F. X. HOLL, 1301 Second St. So., Minneapolis, Minn.
J. J. LEAHY, 2627 Fremont St., Philadelphia, Pa.
W. H. MCDONNELL, 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets every Sunday at 2 p.m.
G. Carmer.....Master
J. E. Cook, Box 215.....Secretary
C. E. Barkman.....Receiver

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month.
G. T. Lowe, 10 Condace street.....Master
H. Atwood, 5 Liberty street.....Secretary

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, corner Grove and Fourth streets.
R. K. Thornhill, 3 Alexander Row, St. Paul avenue.....Master
R. H. Roden, 72 Erie street.....Secretary
E. P. Hutton, 61 Grand street.....Receiver

4. GREAT EASTERN; Portland, Maine.
Meets at 53 Temple street, corner Congress street, in Congress Hall, 2d and 4th Saturdays at 1 p.m.
L. G. Shaw, 82 Lincoln street.....Master
L. P. Bailey, 26 May street.....Secretary
F. A. Huff, 49 Hanover street.....Receiver

5. CHARITY; St. Thomas, Ontario.
Meets every Tuesday.
T. Quirk, Box 784.....Master
A. S. Adams, Box 1313.....Secretary
T. L. Hoyt, Box 784.....Receiver

6. PRIDE OF THE WEST; Desoto, Mo.
Meets 1st and 3d Mondays at 1 p.m.
W. J. Edy.....Master
F. Parker.....Secretary

7. POTOMAC; Washington, D. C.
Meets second and fourth Sundays at 2 p. m.
J. B. May, 477 1-2 F street S. W.....Master
W. C. Jasper, 489 Missouri avenue.....Secretary
E. B. Hunt. 86 Maryland avenue.....Receiver

8. RED RIVER; Denison City, Texas.
Meets 1st and 3d Saturdays at 2 p.m. and 2d and 4th Saturdays at 8 p.m., in K. of L. Hall
O. Cox.....Master
C. E. Royce, Box 29.....Secretary
J. C. Hogg.....Receiver

9. FRANKLIN; Columbus, Ohio.
Meets 1st Monday and 3d Tuesday at 7:30 p.m.
J. C. Faight, P. C. & St. L. R'y Shops.....Master
C. C. Coit, 204 Baird street.....Secretary
J. D. Coffey, 179 N. Twentieth street.....Receiver

10. FOREST CITY; Cleveland, Ohio.
Meets alternate Sunday at 182 Ontario street, at 2 p.m.
J. Saunders, 361 Harbor street.....Master
A. G. Laubscher, Seward street, W. Cleveland.....Secretary
F. C. Whitmore, 143 Sterling avenue.....Receiver

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays at 2 p.m.
T. F. Ayers.....Master
C. W. Vannatta.....Secretary
J. W. Sinclair, L. Box 96.....Receiver

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 p.m., at 198 Seneca street.
J. F. Hayes, 368 Seneca street.....Master
Wm. J. Bruman, 395 Swan street.....Secretary
F. H. Coe, 4 Hickory street.....Receiver

13. WASHINGTON; Jersey City, N. J.
Meets 4th Sunday at 10:30 a.m., in Masonic Hall.
W. W. Snyder, Box 333 Somerville, N. J Master
F. R. Degroff, 260 Communipaw avenue. Secretary
C. A. Wilson, 147 Pacific avenue.....Receiver

14. EUREKA; Indianapolis, Indiana.
Meets every Tuesday at 8 p.m., at 34 W. Washington street, fourth floor.
Wm. P, McBride, 485 E. Georgia Street.....Master
C. M. Zepp, 67 Peru avenue.....Secretary
Wm. Hugo, 79 N. Noble street.....Receiver

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 p.m.
E. Upton, 13 Shearer street.....Master
G. Kell.....Secretary
T. A. Dickson, 72 Mullin street.....Receiver

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 p.m.
E. V. Debs.....Master
J. F. O'Reilly, 617 N. 5th street.....Secretary
C. A. Bennett, 1004 N. Ninth street.....Receiver

17. PINE RIDGE; Chadron, Neb.
G. Johnson, Box 117.....Master
F. P. Anders, Box 117.....Secretary
F. P. Anders, Box 117.....Collector
W. Flanders.....Receiver
J. M. Keppart.....Magazine Agent

18. WEST END; Slater, Mo.
Meets every Saturday at 7:30 p.m.
W. H. Swan, Box 270.....Master
C. S. Frazier.....Secretary
G. W. Michel.....Receiver

19 TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:30 p.m
H. M. Johnson.....Master
W. B. Tanney.....Secretary
A. R. Arthur.....Receiver

20. STUART; Stuart, Iowa.
Meets in Engineer's Hall every Monday at 7:15 p.m.
G. Morse.....Master
G. C. Wells, Box 117.....Secretary
W. K. Van Harten.....Receiver

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 p.m., S. W. corner Broadway and Carroll streets.
A. Williams, 1540 Gratiot street.....Master
H. Blocker, 1822 Menard street.....Secretary
W. A. Murphy, 1500 Poplar street.....Receiver

22. CENTRAL; Urbana, Ill.
Meets in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78.....Master
L. L. Johnson, L. Box 111.....Secretary
L. Sullivan, box 367.....Receiver

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays.
F. Elliott, Box 93.....Master
J. S. Ott, Box 381.....Secretary
T. H. Williams, Box 37.....Receiver

Digitized by Google

24. GREAT WESTERN, Parsons, Kansas.
Meets in I. O. O. F. Hall Wednesdays at 2 p.m.
A. P. Fraker . . . . . Master
L. D. Harrington, Box 338 . . . . . Secretary
J. E. Powell, ... Receiver

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays.
T. W. Smith. . . . . Master
P. J. Ashton . . . . . Secretary
O. Dougherty . . . . . Receiver

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 p.m.
S. H. Wood, Box 912 . . . . . Master
F. Snyder. . . . . Secretary
A. E. Brown, Box 1057 . . . . . Receiver

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d and 4th Sundays.
W. C. Byers, 332 F avenue W. . . . . Master
S. W. Thorp, 89 2d street West. . . . . Secretary
Wm. Turner, 369 H. avenue, W. . . . . Receiver

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 p.m.
S. J Crockett, Box 212 . . . . . Master
H. B. Maxwell . . . . . Secretary
C. W. Baskins . . . . . Receiver

29. CERRO GORDO; Mason City, Iowa.
Meets S. E. corner 2d and Commercial streets.
P. A. Loveland, Box 638 . . . . . Master
J. Fulton. . . . . Secretary
A. H. Tucker . . . . . Receiver

30. CEDAR VALLEY; Waterloo, Iowa.
Meets in Black Hawk Hall, Lafayette street and E. Waterloo, 1st and 3d Sundays at 2 p.m.
J. R. Miller. . . . . Master
E. T. Gregory. . . . . Secretary
R. A. Corson, Box 406 . . . . . Receiver

31. R. R. CENTRE; Atchison, Kansas.
Meets corner 3d and Commercial streets at 2 p.m.
T. E. Jordan, East Atchison, Mo.. . . . Master
C. H. Salisbury, 103 N. Liberty street . Secretary
Frank Johnson, 713 N street . . . . . Receiver

32. BORDER; Ellis, Kansas.
J. H. Houston . . . . . Master
T. McMahon, Box 230 . . . . . Secretary
G. M. McClure, Box 205 . . . . . Receiver

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 p.m. and 2d and 4th Mondays at 7 p. m.
C. J. Snyder . . . . . Master
R. Sugg. . . . . Secretary
F. White, ... Receiver

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 p.m.
R. Primrose, Box 1146 . . . . . Master
J. M. Wheeler . . . . . Secretary
Geo P. Smith, L. Box 184. . . . . Receiver

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays at 3 p.m.
J. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
J. F. Maloney, Box 389 . . . . . Receiver

36. TIPPACANOE, Lafayette, Ind.
Meets every Sunday at 2 p.m.
C. Ernst, 182 Union street . . . . . Master
W. J. Wepley, L. & E. W. Shops . . . Secretary
F. T, Korty, 29 N. Third street . . . . . Receiver

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 p.m., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 . . . . . Master
W. D. Holton . . . . . Secretary
C. H. Randall . . . . . Receiver

38. AVON; Stratford, Ontario.
Meets in A. O. F. Hall 1st and 3d Sundays at 2 p.m.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
G. Nursey, Box 318 . . . . . Receiver

39. TWIN CITY; Rock Island, Ill.
Meets 2d and 4th Sundays at 2 p.m., in Engineer's Hall.
J. McDarrah . . . . . Master
C J. Dahl, Box 403 . . . . . Secretary
Carl Boltz . . . . . Receiver

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut street every Tuesday at 7:30 p.m.
E. Browning, 714 1-2 W. Washington street . . . . . Master
W. Cavanaugh, 902 N. Lee street. . . . Secretary
W. Cavenaugh, 902 N. Lee street. . . . . Receiver

41. ONWARD; Dickinson, Dakota.
Meets every Sunday at 7:30 p.m.
O. H. Dosskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary
Jos. Crosthwaite . . . . . Receiver

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton street. . . Master
J. Parish, Clymer street . . . . . Secretary
W. D. Scampton, 911 W. Johnson street, Receiver

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturday evenings.
J. E. Shortell, 705 So. 10th street. . . . . Master
E. R. Patterson, southwest corner 10th and Mitchell streets . . . . . Secretary
Geo. Puncheon, 1418 S. Tenth street. . . . . Receiver

44. F. W. ARNOLD; East St. Louis, Ill.
Meets in Jackiesch Hall alternate Tuesdays, 7:30 p.m.
J. T. Sullivan, Box 116 . . . . . Master
T. J. Hayes . . . . . Secretary
J. Bissin, L. Box 38 . . . . . Receiver

45. ROSE CITY; Little Rock, Ark.
Meets every Monday at 7:30 p.m.
W. N. Horton, 1704 W. 3d street . . . . . Master
Ed Chamberlain, Box 175, Argenta, Ark. Secretary
Joshua Purser, 1709 W. Second street. . . . . Receiver

46. CAPITAL; Springfield, Ill.
Meets 1st and 3d Sundays at 2 p.m.
A. Cunningham . . . . . Master
F. H. Pratt, 714 E. Washington street. . . Secretary
Thomas Walsh, 1424 S. Seventh street. . . . . Receiver

47. TRIUMPHANT; Chicago, Ill.
Meets N. W. corner LaSalle and Adams street. Hall C, 1st Sunday at 2 p.m. and 3d Saturday at 7:30 p.m.
T. A. Deegan, Box 58, Brighton Park, Ill . Master
L. Zunkel, 109 Johnson street . . . . Secretary
E. J. McGuirk, 3 E Washington street . Receiver

48. W. F. HYNES; Peoria, Ill.
Meet at 105 S. Adams street 1st and 3d Sundays at 2 p.m.
W. Baugh, T. P. & W. Engine House . Master
W. A McMillan, 343 New street . . . . Secretary
G. C. Watt, 617 First street. . . . . Receiver

49. J. M. RAYMOND; Decatur, Ill.
Meet corner R. R. avenue and Eldorado street every Sunday at 3 p.m.
C. E. Walker, 1243 N. Clayton street . . . Master
E. Higgins, 1261 E. Eldorado street . . Secretary
L. Miesse, 1011 E. Eldorado street . . . . . Receiver

50. GARDEN CITY; Chicago, Ill.
Meet corner 7th and State streets 1st and 3d Saturdays at 8 p.m.
H. W. Rouscup, 5458 School street . . . . Master
J. J. Coffey, 4142 Wentworth avenue . . Secretary
J, J. Coffey 4142 Wentworth avenue. . . . . Receiver

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays at 7:30 p.m. in Masonic Hall
E. A. Bush, Box 291 . . . . . Master
M. Gaffney . . . . . Secretary
G. E. Dillard, Box 264 . . . . . Receiver

52. GOOD WILL; Logansport, Ind.
Meet corner 12th and Spear street Sundays at 2 p.m.
A. Swadmer . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
E. H. Laing, L. Box 626 . . . . . Receiver

Digitized by Google

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays at 2:30 p.m. in A.O.U. W. Hall.
J. Turnpaugh . . . . . Master
W. Gilpin, Box 1426 . . . . . Secretary
J Gallagher, Box 1172 . . . . . Receiver

54. ANCHOR; Moberly, Mo.
Meet in Suppies' Hall every Tuesday at 7:30 p.m.
W. P. Carlisle, Box 802 . . . . . Master
L. T. Burton, Box 785 . . . . . Secretary
James Scully . . . . . Receiver

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights corner 2d and Adams streets
J. Sellers L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
W. A. Ashley, L. & N. Shops . . . . . Receiver

56. BANNER; Stanberry, Mo.
Meets every Saturday at 7 p.m.
J. J. Smith . . . . . Master
W. B. Genung, ... Secretary
W. E. Baldwin, L. Box 400 . . . . . Receiver

57. BOSTON, Boston, Mass.
Meets 1st and 3d Sunday at 10 a.m.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. Jones, 197 Summer street. E. Boston . . . . . Secretary
A. W. Spurr, 76 Hammond street . . . . . Receiver

58. SACRAMENTO; Rocklin, Cal.
Meet every Sunday at 2 p.m. in Masonic Hall.
L. G. Jeardeau . . . . . Master
J. P. Clark, Box 68 . . . . . Secretary
G. W Culver . . . . . Receiver

59. ROYAL GEORGE; South Pueblo, Colo.
Meets every Monday night.
M. M. Zumbrum . . . . . Master
M. N. Lines . . . . . Secretary
C. S. Walker . . . . . Receiver

60. UNITED; Philadelphia, Pa.
Meet at 2204 Marshall street, alternate Sundays at 9:30 a.m.
F. L. McGill, 2132 Thouran street . . . . Master
J. H. Fellers, 2341 Dickinson St, 31st Ward, ... Secretary
J. Shepherd, 2510 Alder street . . . . . Receiver

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays at 3 p.m.
C. E. Brockie, 76 Sycamore street . . . . Master
E. W. McFarland, 725 Edgerton street . Secretary
P. Currigan, 985 Rice street . . . . . Receiver

62. VANBERGEN; Carbondale, Pa.
Meets at Odd Fellows' Hall, corner Church and Rafferty streets, 2d and 4th Sundays at 3 p.m.
D. Wilson . . . . . Master
A M. Banks, Box 479 . . . . . Secretary
O. E. Histed, L. Box 855 . . . . . Receiver

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Giddings' hall, 24 E. Main street.
M. Brown, Vandercook, Ill. . . . . Master
S. Smith, Box 772 . . . . . Secretary
J. Myers . . . . . Receiver

64. SIOUX; Sioux City, Iowa.
Meets corner 4th and Douglas streets 2d and 4th Sundays.
G. M. Martin, Box 298 . . . . . Master
Jos. Coyle, Box 466 . . . . . Secretary
G M. Martin, Box 298 . . . . . Receiver

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
J. Debar . . . . . Receiver

66. CHALLENGE; Belleville, Ontario,
Meet 2d and 4th Sundays at 2:30 p. m. at 223 Station street.
R. Milne . . . . . Master
P. J. Rooney, Belleville Sta., Ont. . . . Secretary
J. Legue, Box 10, Bellville Station, Bellville, Ont . . . . . Receiver

67. DOMINION; Toronto, Canada.
Meet in Occident Hall 1st and 3d Sundays at 2:30 p.m.
J. W. Lamb, 10 Maud street . . . . . Master
S. Vaughan, 228 Wellington street . . . Secretary
S. Vaughn, 228 Wellington avenue . . . . . Receiver

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 p.m.
J. L. Hafer, Altoona, Wis . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . Secretary
J B. Hurley, Box 141 . . . . . Receiver

69. ISLAND CITY; Brockville, Ontario.
Meets alternate Thursdays at 7:30 p.m. King street, over Barnes' Dry Goods Store.
W. H. Parsley . . . . . Master
W. Strong, ... Secretary
J. J. Beehler . . . . . Receiver

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 p.m. in I. O. O. F. Hall.
J. Crowley, Box 411 . . . . . Master
I. H. Stout, Box 411 . . . . . Secretary
Chas. Seeber, Box 411 . . . . . Receiver

71. SUSQUEHANNA. Oneonta, N. Y.
Meet 2d and 4th Sundays at 7 p.m. at B. of L. E. Hall.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary
R. W. Mills, Box 1131 . . . . . Receiver

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays at 2 p.m.
W. Wiggins, 45 Cooper street . . . . . Master
H. Harris, 446 Henry street . . . . Secretary
J. Gibbs, Collinwood, N. J . . . . . Receiver

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays at 1 p.m.
J. Crawford, 6 Salem street . . . . . Master
E. Cudworth, 43 Cutter street . . . . Secretary
G. F. Newton, 6 Riley street . . . . . Receiver

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th street alternate Mondays at 7:30
D. McDonnell, 1114 W. 20th street . . . Master
Wm. Piercey, 1354 Liberty street . . . Secretary
Wm. Piercy, 1354 Liberty street . . . . . Receiver

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. corner 39th and Market streets alternate Sundays at 1 p. m.
J. F. Mohn, 126 N. 32d street, W. Philadelphia . . . . . Master
W. H Guthrie, 704 Preston street . . . . . Secretary
H. Williams, 4210 Westminister street . . . . . Receiver

76. NEW ERA; Barnesville, Minn.
Meets 2d and 4th Sundays at 2 p.m.
J. Myler . . . . . Master
G. L. Lovelace . . . . . Secretary
J. C Nolan, L Box 235, Breckinridge, Minn . . . . . Receiver

77 ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 p.m., in B. of L. F. Hall, 375 Larimer street.
C. L. Heller, 230 27th street . . . . . Master
W. F. Brundage, 1216 Larimer street, Secretary
O. W. Richardson, Box 2472 . . . . . Receiver

78. GOLDEN EAGLE; Sedalia, Mo.
Meets every Saturday at 7:30 p.m. at 909 E. 3d street.
M. Dolan . . . . . Master
T. E. Myer, 1022 E. 4th street . . . . Secretary
W. U. Wiley. 255 E. Saline street . . . . . Receiver

79. J. M. DODGE; Roodhouse, Ill.
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 1134 . . . . . Secretary
J. M. Fruitt . . . . . Receiver

80. SELF HELP; Aurora, Ill.
Meets over Nos. 8 and 10 Broadway.
W. B. Miller 110 Main street . . . . . Master
D. C. Wood, 58 N. Anderson street . . Secretary
George Goding, Box 252 . . . . . Receiver

Digitized by Google

81. PINE CITY; Brainerd, Minn.
Meets 2nd and 4th Sundays at 2 p.m., in I.O.O.F. hall, 6th street So.
H. Barnes, Box 1305 . . . . . Master
W. J. Bain, Box 1856 . . . . . Secretary
W. J. Bain, Box 1856 . . . . . Receiver

82. NORTHWESTERN; Minneapolis Minn.
Meet corner Nicollet avenue and 3d Street 1st Saturday at 7:30 p.m. and 3d Sunday at 2 p.m.
F. X. Holl, 1301 2d street So . . . . Master
W. T. Nickel, 1819 3d avenue N. . . . Secretary
W. E. Richmond, 820 N. Girard avenue..Receiver

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 p.m.
J. G. Nash, L. Box 406 . . . . . Master
M. E. Finnegan, Box 406 . . . . . Secretary
R. S. Craig, Box 406 . . . . . Receiver

84. CALHOUN; Battle Creek, Mich.
Meets 1st Monday at 7:30 p.m. and 2d and 4th Sundays at 2:30 p.m. in Engineers' Hall.
G. Kelly . . . . . Master
D. Coughlin, 56 E. Hall street . . . . . Secretary
T. W Taylor, 38 Irving street . . . . . Receiver

85. FARGO; Fargo, Dakota.
Meet corner Robert and Second avenues 2d and 4th Sundays at 2 p.m.
E. Jamison, L. Box 553 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
A. Bassett, Box 1796 . . . . . Receiver

86. BLACK HILLS; Laramie City, Wyoming.
Meet at 7:30 p.m. Friday evening in K. L. Hall.
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
C. F. Kleeman, L. Box 471 . . . . . Receiver

87. SUMMIT; Rawlins, Wyoming.
Meet at I.O.O.F. Hall 1st and 3d Wednesdays at 7:30 p.m.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
Pat Naughton . . . . . Receiver

88. MORNING STAR; Evanston, Wyoming.
Meets every Sunday at 2:30 p.m in I.O.O.F. Hall
A. Payne, Box 109 . . . . . Master
H. N. Bodine . . . . . Secretary
James Bowman . . . . . Receiver

89. SILVER STATE; Carlin, Nevada,
Meets Tuesday evenings in Firemen's and Engineers' hall.
W. R. Capell . . . . . Master
C. O. Hammers . . . . . Secretary
B. F. Rondebush . . . . . Receiver

90. SAN DIEGO; National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 p.m.
R. V. Dodge, Box 317, San Diego . . . . Master
J. M. Dodge, Box 317, San Diego . . . Secretary
M. L. Cole . . . . . Receiver

91. GOLDEN GATE; San Francisco Cal.
Meets 1st Sunday at 1:30 p.m. and 3d Tuesday at 7 p.m. at Champion Hall, corner Valentine and 16th streets.
J. Hewitt, S. P. R. R. Shops . . . . . Master
W. G. Bradshaw, 2951 16th street . . . Secretary
W. G. Bradshaw, 2951 Sixteenth street...Receiver

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at 2 p.m., in Ontario & Western Passenger Depot.
M. Murphy, N. Y. O. & W. Depot . . . . Master
M H. Counsell, N. Y. O. & W. Depot . Secretary
S. C. Forsyth, 166 W. Utica street . . . . . Receiver

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 p.m., in Horn's hall, corner 8th and Main streets.
G. Wadden, 507 Main street . . . . . Master
F. Scherer, 1227 Fulton street . . . . . Secretary
J. H. Carter, 507 Main street . . . . . Receiver

94. CACTUS; Tucson, Arizona.
Meet corner Pennington and Tool avenue 1st and 3d Tuesdays at 7 p.m.
O. L. Brown, Box 218 . . . . . Master
A. W. McQueen, Box 218 . . . . . Secretary
J. J. Lucey, Box 295 . . . . . Receiver

95. CHICAGO; Chicago, Ill.
Meets 2d Tuesday and last Sunday of each month.
C. B. Johnson, 192 Milwaukee street . Master
O. Olson, 124 N. Green street . . Secretary
E. W. Wallbaum, 390 Laribee street . . . . . Receiver

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and Wednesday after 2d Sunday of each month in Engineers' hall, Main street, between 12th and 13th streets.
Jos. Quinn, Box 695 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
C. L Booth, Box 695 . . . . . Receiver

97. ORANGE GROVE, Los Angelos, Cal.
Meets every Tuesday at 7:30 p.m.
J. B. Moser, Box 72 . . . . . Master
E. E. Ballon, Box 72 . . . . . Secretary
G. C Morton . . . . . Receiver

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday.
R M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
D. F. Creswell . . . . . Receiver

99. ROCHESTER; Rochester, N. Y.
Meets 2d and 4th Wednesdays at 8 p.m.
E. E. Pruyer, 21 1st avenue . . . . . Master
A. Luttringer, 201 West avenue . . . . Secretary
G. Kingsley, 22 Upton Park . . . . . Receiver

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 p.m.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
J. H. Fenwick . . . . . Receiver

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 p.m., in Firemen's Hall, 222 N. Pine street.
T. H. Miller, Box 385 . . . . . Master
A. C. McDuffie . . . . . Secretary
J. F. Bryan, L. Box 319 . . . . . Receiver

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 p.m., S. E. corner Sycamore and Sixth streets.
H. S. Hammer, Box 118 . . . . . Master
B. F. Broskie, Graffe House . . . . . Secretary
F. S. Payne, 610 S. E. Seventh street . . . . . Receiver

103. FALLS CITY; Louisville, Ky.
Meets every Thursday at 2 p.m., at Colgan's Hall.
H. Bloom, 1000 Tenth street . . . . . Master
C. H. Rae, 1242 Twelfth street . . . . Secretary
J. J. Lawson, 1329 Madison street . . . . . Receiver

104. "OLD KENTUCK;" Ludlow, Ky.
Meet at I. O. O. F. Hall, 1st and 3d Thursdays at 7 p.m.
J. E. Doran, 117 Freeman avenue, Cincinnati, Ohio, ... Master
H. G. Chrisinger, Box 76 . . . . . Secretary
M. J Connelly, Box 3 . . . . . Receiver

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 p.m., in Engineers' Hall, Northside Main street.
R. H. Lacey, 249 E. Berrian street . . . Master
W. Heath, 425 E. Main street . . . . Secretary
S D. Low, 917 S. Kellogg street . . . . . Receiver

106. KEY CITY; Dubuque, Iowa.
Meets over M. M.'s Office, 2d and 4th Sundays at 2 p.m.
E. J. Cummings, 1871 Washington st. . . Master
D. W. Mason, 420 High street . . . . Secretary
J P. Sandry, 162 High street . . . . . Receiver

107. ECLIPSE; Galion, Ohio.
Meets every Thursday at 7:30 p.m., in B. L. E. Hall, corner W. Main street and Public Square.
J. T. Mitchell . . . . . Master
E. W. Armor, Box 701 . . . . . Secretary
J. A. Farensworth, Box 283 . . . . . Receiver

108. PIONEER; Chama, New Mexico.
Meets in D. & R. G. Passenger Depot every Wednesday at 7:30 p.m.
H. Berndt, Box 17 . . . . . Master
W. Gordon, Box 20 . . . . . Secretary
J. C. McCabe, Box 8 . . . . . Receiver

Digitized by Google

109. PEACE: St. Louis, Mo.
Meets 2d and 4th Fridays at 7:30 p.m.
C. E. Amos, 2346 Mullamphy street . . . Master
W. M. White, 710 S. Broadway . . . Secretary
J L P.te, 3117 Rutger street.....Receiver

110. OLD GUARD: Bucyrus, Ohio.
Meets every 2d and 4th Sundays at 2 p.m., in Engineers' Hall, corner Sandusky and Mansfield streets.
J. R. Gordon, L. Box 235 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary
E Stauffer.....Receiver

111. BEACON: Mattoon, Ill.
Meets in B. L. E. Hall, every Tuesday at 7:30 p.m.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright . . . . . Secretary
C. J. Singleton, Box 50.....Receiver

112. EVENING STAR: Mt. Vernon, Ill.
Meets 1st and 3d Sundays at 6:30 p.m., in Masonic Hall.
S. R. Wild . . . . . Master
J. C. Branham . . . . . Secretary
E. F. Lynch.....Receiver

113. CLARKE-KIMBALL: Eagle Rock, Idaho,
Meets every Thursday at 7:30 p.m., in Engineers' Hall.
W. J. Ingling, Box 41 . . . . . Master
O. R. Goodale, Box 41 . . . . . Secretary
Tom Moore, Box 41.....Receiver

114. MAGIC CITY: Cheyenne, Wyoming.
Meets every Wednesday at 8 p.m.
J. A. Maxwell, Box 130 . . . . . Master
J. B. Lilly . . . . . Secretary
W S. McGuire, Box 408.....Receiver

115. GULF CITY: Galveston, Texas.
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church street . . . Master
J. Killen, Post Office street, near 36th . Secretary
W Powell, N. E. corner Thirty-ninth street and Broadway.....Receiver

116. ST. CLAIRE: Port Gratiot, Mich.
Meets 1st and 3d Sundays.
M. D. Anderson . . . . . Master
W. Dinghall, Box 660, Port Huron, Mich. Secretary
E. Hubbard.....Receiver

117. BEAVER: London, Ontario.
Meets 2d Sunday at 2:30 p.m., and 4th Wednesday at 7:30 p.m.
R. Hornsby, 146 Clarence street . . . . Master
E. Chapman, 151 Clarence street . . . Secretary
S T Fletcher, 221 Maitland street.....Receiver

118. STAR OF THE EAST: Richmond, Quebec.
Meets in Pierson's Hall Wednesdays at 7:30 p.m.
S. D. House . . . . . Master
G. A. Pearson, Richmond Station . . . Secretary
J. Dumont, Richmond Station..... Receiver

119. COLONIAL: River du Loup, Quebe
Meets every Wednesday at 8 p.m.
G. Findlay, Hadlow Cove, S. Quebec . . Master
L. D. Poulin, I. C. Ry Station . . . Secretary
W. Carm chael, I, C. R'y Station.....Receiver

120. FORTUNE: Syracuse, N. Y.
Meet every Tuesday at 7:30 p.m., in C. M. B. A. Hall.
E. F. McNulty, 2 Wall street . . . . . Master
W. B. Church, 2 Grace street . . . . . Secretary
L. G. Rousson, 58 GertrudeSt.....Receiver

121. FELLOWSHIP: Corning, New York.
Meets 1st and 3d Sundays at 3 p.m. in K. of H. Hall.
J. L. Krebs . . . . . Master
F. E. Hanmer . . . . . Secretary
W. H. Smith .....Receiver

122. H. B. STONE: Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
H. Henson, Box 397 . . . . . Secretary
J. W. Flickwir, Box 71..... Receiver

123. OVERLAND: Omaha, Neb.
Meets every Wednesday at 7 p.m.
L. H. Winslow, 315 N. 14th street . . . . Master
E. W. Carpenter, 625 Pierce street . . Secretary
J. B. Fair, 912 S. Twelfth street.....Recciver

124. PILOT: Perry, Iowa.
Meets 2d and 4th Sundays.
H. Draper . . . . . Master
T. Quinn, Box 585 . . . . . Secretary
H. A. Draper.....Receiver

125. GUIDE: Marshalltown, Iowa.
Meets 2d and 4th Sundays at 1:30 p.m.
J. M. Speers . . . . . Master
F. G. Stewart . . . . . Secretary
M. Kelleher.....Receiver

126. COMET, Austin, Minn.
Meets at 102 Main street, 2d and 4th Sundays at 3 p.m.
P. F. McNamara . . . . . Master
Aug. Oleson . . . . . Secretary
Aug. Olson.....Receiver

127. NORTHERN LIGHT: Winnepeg, Manitoba.
Meets 1st Wednesday and 3d Sunday.
J. Wellington, 218 Boss street . . . . . Master
J. Barnes, 184 Ross street . . . . . Secretary
J. G. Jonah, 226 McWilliams street.....Receiver

128. LANDMARK: Glendive, Montana.
Meets 1st and 3d Sundays at 2 p.m.
J. W. Clayton, Box 55 . . . . . Master
D. Sinclair, Box 55 . . . . . Secretary
S. E. Burns, Box 55.....Receiver

129. MINERAL KING: Escanaba, Mich.
Meets 2d and 4th Sundays at 2 p.m. in B. of L. E. Hall.
R. E. Gorham. Box 422 . . . . . Master
T. Faulkes . . . . . Secretary
J. S. Rogers, Box 601.....Receiver

130. GUIDING STAR: Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 p.m. in Engineers' hall.
C. S. McAuliff, West Milwaukee . . . . Master
P. F. Fox, 212 Detroit street . . . . . Secretary
Thomas Dwyer, 304 Van Buren street.....Receiver

131. GOLDEN RULE: Stevens Point, Wis.
Meets in Redfield's hall, 2d and 4th Sundays at 2:30 p.m., and 1st and 3d Fridays at 7 p.m.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
W. S. Collins.....Receiver

132. MARVIN HUGHITT: Eagle Grove, Iowa.
Meets in Howell's Hall, Broadway. Depot Block, 1st and 3d Sundays at 2:30 p.m.
J. H. Howell, Box 7 . . . . . Master
M. F. Murphy.....Secretary
W. J. Coleman, Box 7.....Receiver

133. SPRAGUE: Sprague, Washington, Ter.
Meets in A. O. U. W. hall, 2d and 4th Sundays at 2 p.m.
J. Bruce . . . . . Master
W. G. Houghton . . . . . Secretary
Harry Trewick.....Receiver

134. EASTMAN: Farnham, Quebec.
Meet in Engineers' Hall, Passenger Depot, every Sunday at 4 p.m.
H. E. Rodgers . . . . . Master
H. E. Cowen . . . . . Secretary
E. W. Gibson.....Receiver

135. NEW YEAR: El Paso, Texas.
Meet in B. of L. F. hall every Tuesday at 7 p.m.
H. S. Sheeler, L. Box 184 . . . . . Master
F. E. Smith, L. Box 184 . . . . . Secretary
C. McArthur. Lock Box 184.....Receiver

136. J. SCOTT: Port Hope, Ontario.
Meet north side Wilton street, two doors west of Mechanic Institute, alternate Sundays at 2 p.m.
T. A. Pratt, Box 166 . . . . . Master
G. A. Pratt, Box 166 . . . . . Secretary
T. G. Daymen, Box 166.....Receiver

Digitized by Google

137. Protection: Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 p.m. in K. P. Hall.
Louis Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
A. Shunterman . . . . . Receiver

138. UNION: Freeport, Ill.
Meet in A. O. V. F. Hall, 2d and 4th Sundays at 2 p.m.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
W. G. Powell . . . . . Receiver

139. MT. WHITNEY: Tulare, Cal.
Meets every Sunday at 2 p.m.
H. E. Treadwell . . . . . Master
S. M. Storer . . . . . Secretary
G. W. Carter, ... Receiver

140. MOUNT OURAY: Salida, Colo.
Meets every Monday at 7:30 p. m. in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 30 . . . . . Secretary
C. C. Warman, Lock Box 599 . . . . . Receiver

141. A. G. PORTER: Fort Wayne, Ind.
Meets at 140 Calhoun street. every Wednesday at 7:30 p.m.
C. M. Lewis, 92 Dawson street . . . . . Master
H. Westerman, 283 Webster street . . Secretary
J. J. Fox, 21 Hamilton street . . . . . Receiver

142. C. R. WHIPPLE: Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 p.m., and 2d and 4th Thursday at 7:30 p. m. at Engineers' Hall, 445 St. Clair street.
J. M. Gorman, 40 Middle street . . . . . Master
L. H. Heeman, 130 Segur avenue . . . Secretary
G. W. Nesper, 420 Broadway . . . . . Receiver

143. E. C. FELLOWS: West Oakland, Cal.
Meets in Odd Fellows' Hall, corner 11th and Franklin streets, Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 831 Campbell street . . . Master
J. W. Littlejohn, Berkeley Alameda Co., Cal . . . . . Secretary
F. B. Hall, 1011 Pine street . . . . . Receiver

144. SUGAR LOAF: Campbellton, New Brunswick.
Meets 1st Saturday at 8 p.m. and 3d Sunday at 1 p.m. in Patterson's Hall, I. C. R. Depot.
J. Devereaux . . . . . Master
E. Kean . . . . . Secretary
W. Bastin, Box 459 . . . . . Receiver

145. DAVY CROCKETT: San Antonio, Texas.
Meets in K. P. Hall every Thursday at 2 p.m.
J. Sullivan, 1110 avenue D . . . . . Master
J. S. Doan, 517 Ave B . . . . . Secretary
H. M. Brown, 818 Avenue D . . . . . Receiver

146. BAYOU CITY: Houston, Texas.
L. McAuliff, 37 Houston avenue . . . . . Master
H. H. Daniels, T. & N. O. Shops . . . Secretary
M. D Homan, 27 Providence street . . . . . Receiver

147. MIDLAND: Temple, Texas.
Meet in K. P. Hall every Sunday at 3 p.m.
J. M. Russ . . . . . Master
J. Welsh . . . . . Secretary
P. E. Cocoran . . . . . Receiver

148. SUNNY SOUTH: Tyler, Texas.
Meets every Friday at 7:30 p.m.
R. Voss . . . . . Master
M. Mogan . . . . . Secretary
J. McGough, Box 1342 . . . . . Receiver

149. JUST IN TIME: New York, N. Y.
Meets 2d and 4th Saturdays at 8 p.m., at 143 East 50th street.
F. C. Donigan, 170 Clinton street . . . . . Master
E. C. Prescott, 171 Court st., Brooklyn. Secretary
Sam Loasby, 2424 Eighth avenue . . . . . Receiver

150. S. M. STEVENS: Marquette, Mich,
Meets 2d and 4th Sundays at 2 p.m., corner Washington and 3d streets.
L. L. Hood, L. Box 217 . . . . . Master
J. Loftus . . . . . Secretary
A. Ellstrom, Box 112 . . . . . Receiver

151. MAPLE LEAF: Hamilton, Ontario.
Meet corner James and King William streets, 1st and 3d Sundays at 2:30 p.m,
W. Brougton, 18 Inchbury street. So. . . . . Master
J. McColl, 7 Crook street . . . . . Secretary
J. D. Mills. 98 Strachan street, E. . . . . Receiver

152. DUNLAP: Wells, Minn.
Meets every Sunday at 3 p.m.
C. Ellingson, Box 60 . . . . . Master
L. Trusdale . . . . . Secretary
W. A. Searles . . . . . Receiver

153. H. C. LORD: Fort Scott, Kansas,
Meets in I. O. O. F. Hall on Scott avenue 1st and 3d Sundays at 3 p.m.
J. Haggart . . . . . Master
J. J. Lynch . . . . . Secretary
G. K. Bates, Box 310 . . . . . Receiver

154. McKEEN: Ottawa, Kansas.
Meets in K. P. Hall on 2d and 4th Sundays at 2 p.m.
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
G. L. Northup . . . . . Receiver

155. TEXAS BELLE: Greenville, Texas.
Meets every Friday at 73:0 p.m.
J. W. Corn, L. Box 164 . . . . . Master
E. H. Sims, L. Box 164 . . . . . Secretary
L. Ryan, Lock Box 92 . . . . . Receiver

156. NECHES: Palestine, Texas.
Meets every Saturday at 7:30 p,m.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe . . . . . Secretary
T. M. Motter . . . . . Receiver

157. ECHO: Peru, Ind.
Meets every Sunday at 7 p.m. over Geves' drug store, Broadway.
S. McFarland . . . . . Master
H. P. Mathews . . . . . Secretary
T. A. Wade, Box 336 . . . . . Receiver

158. STANDARD: Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 p.m., at No. 47 Monroe avenue, up-stairs.
T. Broughton, 432 Mullett street . . . . . Master
A. Doan, W. Detroit, Mich . . . . . Secretary
J. Nopper, Adrian, Mich . . . . . Receiver

159. W. H. THOMAS; Nashville, Tenn.
Meets every Saturday at 7:30 p.m., corner Union and Summer streets.
J. Dwyer, corner McLemore and Cedar streets . . . . . Master
E. P. Bishop, 69 S. Union street . . . . Secretary
E. P. Bishop, Jr., 69 S. Union street . . . Receiver

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays at 2 p.m.
W. J. Torrance, 413 William street . . . Master
W. Winder, 1206 Walnut street . . . . Secretary
A. J. Warner, 710 Upper Fifth street . . . . Receiver

161. HERALD; Burlington, Iowa.
A. L. Crew, 318 South street . . . . . Master
C. E. Turner, C., B. & Q. Round House. . . . . Secretary
J. D. Hawksworth, 2003 Madison street. Receiver

162. PROSPECT; Elkhart, Ind.
Meets 505 Main street 1st Sunday at 2 p.m. and every Wednesday at 7 p.m.
C. E. Wear . . . . . Master
W. Primley . . . . . Secretary
P. A. Hamilton . . . . . Receiver

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 p.m., in Masonic Hall.
J. J. Meehan, L Box 56 . . . . . Master
D. B. Rathfon . . . . . Secretary
D. B. Rathfon . . . . . Receiver

164. EEL RIVER, Butler, Ind.
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
John Derck, Box 202 . . . . . Receiver

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Sunday at 2 p.m.
H Hines . . . . . Master
W. H. Daily . . . . . Secretary
F. M. Fischer . . . . . Receiver

Digitized by Google

166. **WM. HUGO; Huntington, Ind.**
Meets 1st and 3d Sundays at 2 p.m.
J. R. Dickinson, Box 682 . . . . . Master
C. Butler, Box 651 . . . . . Secretary
C. E. Wyman, Box 499 . . . . . Receiver

167. **MOUNT HOOD: The Dalles, Oregon.**
Meets at I. O. O. F. Hall every Monday at 7 p.m.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
John Belot . . . . . Receiver

168. **GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays and 2d and 4th Mondays at 7:30 p.m.
C. W. Greene, Box 355, Portage City Wis . . . . . Master
G. Hiscox, 713 Caledonia street . . . . Secretary
Walt Karch, Box 354, Portage City, Wis. . . . . Receiver

169. **H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad street.
D. F. Potter. . . . . Master
J. E. Beach, Drawer 1333 . . . . . Secretary
A. H. Spencer, Box 1025 . . . . . Receiver

170. **PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 p.m.
J. Marn. . . . . Master
L. L. Neibling . . . . . Secretary
C. H. Bonesteel . . . . . Receiver

171. **SUNBEAM; Truro, Novia Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes. . . . . Master
D. W. Duncan . . . . . Secretary
T. W. Turner, Rochesterville P.O. . . . . Receiver

172. **F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 p.m., in Manchester Block.
J. G. Armstrong, Richmond Road . . . . Master
. . . . . Secretary

173. **PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
J. E. Richter . . . . . Master
H. Heide . . . . . Secretary
R. C. Brockie . . . . . Receiver

174. **HARRISBURG; Harrisburg, Pa.**
Meets at 305 Broad street 2d and 4th Sundays at 1 p.m.
R. J. Seitz, 1616 Ridge Road . . . . . Master
H. O. Motter, 1208 Ridge avenue . . . . . Secretary
Rush Gramm, 1310 Margaret srreet . . . . . Receiver

175. **TAYLOR; Newark, Ohio.**
Meets every Wednesday at 7:30 p.m., in Crane's Hall.
F. M. Howard . . . . . Master
J. Adkins, Box C. . . . . Secretary
J. Adkins . . . . . Receiver

176. **MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 p.m.
A. G. Turlay, Box 41 . . . . . Master
C. H. Potter, Box 41 . . . . . Secretary
W. F. Gorman, Box 295 . . . . . Receiver

177. **SUNSET; Marshall, Texas.**
Meets every Thursday at 7 p.m.
W. Kane, Box 184 . . . . . Master
G. M. Lovett, Box 184 . . . . . Secretary
W. F. Gun, Box 184 . . . . . Receiver

178. **SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, corner 1st and Main streets, every Monday at 7:30 p.m.
J. C. Dunton, Box 586 . . . . . Master
E. Shinn, 448 3 West South street . . . Secretary
P. T. Tibbs, 146 S. Third W. Street . . . . . Receiver

179. **BEE-HIVE; Lincoln, Neb.**
Meets in K. P. Hall 2d and 4th Sundays at 3 p.m.
James Robinson, 730 N. 10th street . . . Master
J. E. Gardner, corner 9th and U streets . . . . . Secretary
L. Reem, L. Box 709 . . . . . Receiver

180. **THREE STATES, Cairo, Ill.**
Meets every Sunday at 2:30 p.m.
M. S. Egan . . . . . Master
John Grundy . . . . . Secretary
Chas. Hewitt, C. V. & C. R. R. . . . . Receiver

181. **WELLINGTON, Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 p.m.
W. Gregg. . . . . Master
D. J. Nicoll . . . . . Secretary
James Nicholson . . . . . Receiver

182. **GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl street.
T. F. Judge, 18 Hickory street . . . . . Master
G. W. Welch, 414 W. 17th street . . . . Secretary
T. F. Judge, 18 Hickory street . . . . . Receiver

183. **LAKE SHORE; Collinwood, Ohio.**
Meets alternate Thursdays at 1:30 p.m., in Engineer's Hall.
J. M. Gaines, Box 152. . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
C. R. Bosworth, Box 157 . . . . . Receiver

184. **LIMA; Lima, Ohio.**
Meets at 1 p.m. 2d snd 4th Sundays, in Fitz' Block, 3d floor.
P. A. Branson, Box 808. . . . . Master
W. J. Dunn . . . . . Secretary
B. Meyers, Box 358 . . . . . Receiver

185. **FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 p.m.
Sam Welch . . . . . Master
A. E. Roebuck . . . . . Secretary
J. H. Kuhns . . . . . Receiver

186. **CHAMBERLIN; Chicago, Ill.**
Meets in Walther's Hall, 3934 State street, 1st and 3d Sundays at 2 p.m.
G. A. Updegraff, 3211 Hanover street . . Master
W. H. Smith, 4228 Wentworth avenue, Secretary
G. H. Mitchell, 2245 Wentworth Ave. . . . . Receiver

187. **LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 p.m.
L. H. Linn, Box 402 . . . . . Master
H. Douglas. . . . . Secretary
C. L Pugh . . . . . Receiver

188. **S. S. MERRILL, Chicago, Ill.**
Meets 786 W. Lake street, 2d and 4th Sundays at 2:30 p.m.
J. K. Doherty, 156 Northwestern avenue . Master
E. P. Tobias . . . . . Secretary
H. Price, 1019 A. Fulton street . . . . . Receiver

189. **BALDWIN; Ft. Howard, Wis.**
Meets in Nau's Block, Green Bay, Wis., every Sunday at 3 p.m.
C. Sharkey, Green Bay, Wis . . . . . Master
R. H. Thompson. . . . . Secretary
Jerry Wood . . . . . Receiver

190. **FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith . . . . . Master
W. S. Crandell, Box 84 . . . . . Secretary
D. C. Lewis . . . . . Receiver

191. **CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 p.m.
P. Sorenson . . . . . Master
W. O'Neil . . . . . Secretary
H. K. Mayhew, Bozeman, Montana . . . . . Receiver

192. **MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays.
C. W. Tullis. . . . . Master
R A. Rhea. . . . . Secretary
F. H. Andrews . . . . . Receiver

193. **J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 p.m.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver

194. **BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
T. P. O'Rourke . . . . . Master
C. H. Marsh . . . . . Secretary
Charles Ireland . . . . . Receiver

Digitized by Google

195. RE-ECHO; Shoshone, Idaho.
Meets in Stevens' Hall, corner Rail and Walnut streets, every Thursday at 7:30 p,m.
D. M. Hill, Box 98.....Master
C. R. Goss, Box 55.....Secretary
F. W. Weishaar, Box 55.....Receiver

196. CLOUD CITY; Leadville, Colo.
Meets in Haven & Beman's Block every Friday at 7:30 p.m.
E. G. Haskins, Box 330.....Master
L. C. Cooper, Box 300.....Secretary
J. D. Rice, Box 330.....Receiver

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sundays at 2 p.m.
P. J. Donovan.....Master
I. M. Hurless.....Secretary
C. Latham, Box 446.....Receiver

198. MAPLE CITY; Norwalk, Ohio.
Meets in K. P. Hall 1st and 3d Sundays at 2 p.m.
T. H. Sheppard,.....Master
F. P. Mitchell.....Secretary
E. E. Bishop.....Receiver

199. MAHONING; Youngstown, Ohio.
J. Reynolds, 21 Emily street.....Master
J. B. Mawby.....Secretary
C. Stanfield.....Receiver

200. GREAT SOUTHERN: Meridian, Miss.
Meets on Front street every Monday at 7:30 p.m.
D. McBee.....Master
L. H. Stanton.....Secretary
W. Fulcher, Box 210.....Receiver

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st Wednesday and 3d Thursday at 7 p.m.
W. R. Ruffin.....Master
D. W. Shea.....Secretary
J. D Bledsoe.....Receiver

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Snnday afternoon and 3d Monday eve.
R. Basin, Box 1231.....Master
A. E. Maunsell, Box 1231.....Secretary
Frank Willis, Box 1231.....Receiver

203. GARFIELD: Garrett, Ind.
Meets every Friday at 7 p.m.
W. F. Moughler, Box 244.....Master
W. A. Reid.....Secretary
W. E. Starrs.....Receiver

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday at 7:30 p.m.
S. A. Smith, Box 55.....Master
J. C. Sharp, Box 71, East Las Vegas.....Secretary
J. C. Sharp, Box 49, East Las Vegas.....Receiver

205. FLOWER OF THE WEST, Topeka, Kansas.
Meets 2d and 4th Sundays in A. O. U. W. Hall.
G. Atherton, 53 So. Kline street.....Master
W. L. Johnson, 45 Adams street.....Secretary
J. R. Musselman, Box 51.....Receiver

206. ORANGE BLOSSOM; Jacksonville, Fla.
D. W. Struthers, 132 W. Adams street.....Master
C. H. G. Lee, Fernandina, Fla.....Secretary
M. D. Adams.....Receiver
Chas. Myer, 216 W. Bay st.....Magazine Agent

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesdays.
T. S. Taylor.....Master
W. B. Delo.....Secretary
F. A. Law.....Receiver

208. KEYSTONE; Susquehanna, Pa.
Meets in Doran's Block, Main street, alternate Tuesdays and Saturdays.
C. A. Allen.....Master
J. J. Lannan, Box 131.....Secretary
C. Anderson, Box 337.....Receiver

209. SARATOGA; Whitehall, N. Y.
Meets in Arked Building,
D. Dorcal.....Master
L. J. Lortie.....Secretary
Thomas Dorcall.....Receiver

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays at 7:30 p.m.
J. E. Van Vranken, Box 497.....Master
C. R. Weeks, Box 497.....Secretary
T. Smith, Box 497.....Receiver

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays at 2 p.m.
J. S. Smith, 912 Wilkesbarre street.....Master
S. F. Milheim, 436 Center street.....Secretary
A. J. Mickley, 725 Berwick street.....Receiver

212. EMPIRE; Watertown, N. Y.
Meets 2d Monday at 7 p.m. and 4th Sunday at 2 p.m., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect street.....Master
T. H. Lynch, 52 Stone street.....Secretary
T H Lynch, 52 Stone street.....Receiver

213. WEST SHORE; Frankfort, N. Y.
Meets every Monday at 7:30 p.m., in Upton Hall.
R. G. Gifford, 21 Gatchel street, E. Buffalo.....Master
J. Zollner, E. Syracuse.....Secretary
M. E. St fford, 282 Burnet avenue, Syracuse, N. Y.....Receiver

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays at 2 p.m., at 75 Linden avenue.
G. L. Wilson, 1423 Maryland avenue.....Master
B. E. Wilhelm, 507 Bloom street.....Secretary
J. W. D. Bowen, 315 E. Biddle street.....Receiver

215. EAST ALBANY; East Albany, N. Y.
Meets in Engineer's Hall 2d and 4th Sundays.
Harry Stearns, F. R. R. engine house.....Master
F. S. Moore, 115 Myrtle street.....Secretary
C P Lowell, Pine street, between First and Second streets.....Receiver

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sundays at 2:30 p.m., at 129 Main street.
Harry Stearns, 44 Laurel street.....Master
F. S. Moore, 115 Myrtle street.....Secretary
H. L. Case, 26 South street.....Receiver

217. DERRICK; Oil City, Pa.
Meets 2d Tuesday and 4th Wednesday, in G. A. R. Hall, Center street.
J. Jefferson.....Master
.....Secretary
F. Sleeper, Box 94.....Receiver

219. SMOKY CITY; Allegheny, Pa.
Meets every Friday at 7:30 p.m., corner Bidwell and Pennsylvania avenue.
R. Beeson, 271 Franklin street.....Master
W. A. Walker, 215 Bidwell street.....Secretary
L. J. Sweeney, 189 Adams street.....Receiver

220. PROVIDENT; Sunbury, Pa.
Meets in Cooper's Hall, 1st and 3d Sundays at 1 p.m.
H. Buck.....Master
E. R. Bright.....Secretary
C. C. Bowen, 113 Wallace street, Harrisburg, Pa.....Receiver

221. HURON; Point Edward, Ontario.
Meets in I.O.O.F. Hall, 2d and 4th Tuesdays at 8. p.m.
J. Cain, L. Box 60.....Master
H. J. Carruthers, L. Box 60.....Secretary
E. J. Everett, Box A.....Receiver

222. WEBSTER; Fort Dodge, Iowa.
Meets 1st and 3d Sundays at 2 p.m.
C. W. Gardner, Box 738.....Master
F. Crockett.....Secretary
C. W. Gardner.....Receiver

223. ASHLAND; Lexington, Ky.
Meet in I.O.O.F. Hall 1st and 3d Thursdays at 7:30 p.m.
H. M. Chandler, C. & O. R. R. Shops.....Master
G. F. Little, Box 389, Paris, Ky.....Secretary
J. H. Gavins, 46 Drake street.....Receiver

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at3 p.m. at Masonic Hall
E. E. Nutting.....Master
A. Vogel, Box 367.....Secretary
A. Vogel, Box 367.....Receiver

225. SUPERIOR; Fort William, Ontario.
Meets 1st Monday at 8 p.m. and 2d Tuesday at 3 p. m.
T. L. Drummond, Neebring, Ontario.....Master
H. Poole, Neebring, Ont.....Secretary
Burt Wheatley, Neebring, Ont.....Receiver

226. MAGNOLIA, Corsicana, Texas.
Meets 2d and 4th Sundays at 1:30 p.m., corner Collin and Hardy streets.
L. C. Overhiser.....Master
W. M. Nicol, L. Box 230.....Secretary
W. M. Nicol, L. Box 230.....Receiver

Digitized by Google

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango street.
J. W. Spence, 33 Eldridge street.....Master
Theo. Haskins, 43 Munsell street.....Secretary
F. W. Parsons, 27 Lion street.....Receiver

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 p.m.
S. M. Travis, 716 Adams avenue.....Master
F. E. Beech, 262 Bleeker street.....Secretary
J. O. Bayley, 613 E Market street.....Receiver

229. RICKARD; Utica, N. Y.
Meet at 2 p.m. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker street.....Master
A. R. Kough, 1235 Harrison street.....Secretary
A. E. Pease, 76 Main street.....Receiver

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d, and 5th Mondays at 7:30 p.m. at 206 Washington avenue.
G. W. Gilkerson, 38 Knox street.....Master
G. M. Jeffers, 36 Ontario street.....Secretary
G. H. Jeffers, 36 Ontario street.....Receiver

231. DELAWARE; Wilmington, Delaware
Meet 1st and 3d Sundays 2 p.m. at 501 Market street.
W. Maguire, 608 Poplar street.....Master
J. B. Cash, 3218 Haverford avenue, Philadelphia, Pa.....Secretary
F. D. Mount. 119 Market street.....Receiver

232. LUCKY THOUGHT: Middletown, N. Y.
Meets 2d and 4th Sundays at 1 p.m. and 3d Friday at 7 p.m.
F. Pollison.....Master
W. H. Tidaback.....Secretary
H. McEwen, Box 1431.....Receiver

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets in No. 3 Engine Room, corner Main and Foundry streets
G. W. Anderson.....Mastsr
F. Probert.....Secretary
R. H. Coggan.....Receiver

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays at 2:30 p.m., in B. of L. F. Hall, Main street.
J. Fallon, 146 Main street.....Master
W. J. Thurlow, 119 Main street.....Secretary
H. G. Reid, Victoria avenue.....Receiver

235. THREE BROTHERS; Pittsburgh, Pa.
Meet corner 26th street and Penn avenue every Sunday at 2 p.m.
J. B. Barney, 9 Mayflower street, East Pittsburg, Pa.....Master
J. W. Walker, 2903, Penn avenue.....Secretary
R. O. Ferren, 2903 Penn avenue.....Receiver

236. HINTON; Hinton, W. Va.
Meet 1st and 3d Wednesdays at 1 p.m. and 2d and 4th Sundays at 7 p.m
J. Forline.....Master
W. A. Callahan.....Secretary
J.R. Nutty, Box 156.....Receiver

237. CENTRAL PARK; Central Park, Ill.
Meet in Tilden School House 1st and 3d Sundays at 10 a.m.
B. Dean.....Master
M. J. O. L. Kennedy, 226 N. Wood St., Chicago, Ill.....Secretary
Thad. Chew.....Receiver

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 p.m.
H. B. Drufard.....Master
W. Brust.....Secretary
H. C. Kehlman.....Receiver

239. BUCKEYE; Delaware, Ohio.
Meets corner Sandusky and Central avenue 2d and 4th Sundays at 1 p.m.
F. L. Volk, Box 782.....Master
A. R. Edington, Box 534.....Secretary
D. Lentz, Box 534.....Receiver

240. GILBERT; Jackson, Mich.
Meets every alternate Sundays at 2 p.m.
G. Hastings, corner Orange and Grove streets.....Master
J. H. Bentley, 116 Cortland street.....Secretary
Darr Benn, 435 N. Blackstone street.....Receiver

241. MOUNTAIN CITY; Hazleton, Pa.
Meet in Liberty Hall 2d and 4th Sundays at 1:30 p.m.
J. Barager.....Master
D. J. McGinley.....Secretary
P. C. Haggerty, Box 300.....Receiver

242. WHEATON; Elmira, N. Y.
Meet at Ry. Y.M.C.A. Building 1st and 3d Sundays at 2 p.m.
E. S. Smith, Southport, N. Y.....Master
E. B. Detrick, Blyly House.....Secretary
J. H. Bartholomew, 108 Ferris street.....Receiver

243. J. H. SELBY; Bonham, Texas.
Meet in Odd-Fellows Hall every Sunday at 7 p.m.
J. L. Ison.....Master
W. F. Rowe.....Secretary
Ed. Harvey.....Receiver

244. T. P. O'ROURKE; Chicago, Ill.
Meet 490 South Union street 1st Tuesday at 8 p.m. and 3d Sunday at 2:30 p.m.
C. Naylor, 97 Stewart avenue.....Master
J. B. F. Good, 1172 Fillmore street.....Secretary
N. E. Nare, 19 O'Brien street.....Receiver

245. GEORGIA; Savannah, Ga.
Meet corner Whitaker and Broughton streets every Thursday at 7:30 p.m.
J. W. Hooks, 117 1-2 Bernard street.....Master
A. Hutton, 117 1-2 Bernard street.....Secretary
W. L. Ward, cor Tatnall and Huntington streets.....Receiver

246. MACON; Macon, Ga.
Meets on 1st, 10th and 20th at 7:30 p.m. over M. & W. Freight House.
W. T. Roughton, 345 Fourth street.....Master
J. H. Strickland, 345 Fourth street.....Secretary
N. S. Outler, 26 and 28 E. Alabama St...Receiver

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 p.m.
H. F. Waters, 316 Rawson street.....Master
B. H. Childs, E. T.V. & G.R.R. Shops..Secretary
J. M. Baird, W. & A. R. R. Shops.....Receiver

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays at G.A.R. hall.
E. N. Packard.....Master
C. S. Ellinwood.....Secretary
C. E. Hollis, Box 287.....Receiver

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 p.m.
O. J. Austin, Judd, Cook County, Ill.....Master
J. O. Mason, Judd, Cook County, Ill.....Secretary
L. McKee, Judd, Cook Co.....Receiver

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays at 2 p.m., at Mechanics' Hall.
R. H. Diggory, Kingston, Pa.....Master
F. O'Donnell, Ashley, Pa.....Secretary
Chas. Van Why, Ashley, Pa.....Receiver

251. LEHIGH; Mauch Chunk, Pa.
Meets 1st and 3d Sundays at 2 p.m., at Oak Hall, Broad street.
J. F. Meyers.....Master
L. Wildoner.....Secretary
C. Roberts, Box 275.....Receiver

252. COLUMBIA; Columbia, Pa.
Meets in Fendrich's Hall 2d and 4th Sundays at 1 p.m.
S. H. Musser.....Master
H. G. Klugh.....Secretary
M. M. Hinkle.....Receiver

253. TRENTON; Trenton, N. J.
Meets 24 E. State st. 1st and 3d Sundays at 2 p.m.
H. B. Eldridge, 21 Walnut avenue.....Master
R. Stackhouse, 697 Broad street, Chambersburg, N. J.....Secretary
F. P. Parsons, 18 Sanford street.....Receiver

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays at 2 p.m.
I. C. Perrin, Box 34.....Master
E. C. Connor, Box 157.....Secretary
Thos. Sheen, Box 25.....Receiver

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232.....Master
Wm. Keefe, Box 102.....Secretary
S. H. Heard, Box 235.....Receiver

Digitized by Google

256. HIGH LINE; Como, Col.
Meets at Mc Farlan Hall every Thursday at 7:30.
C. Armstrong.....Master
G. W. McAleer.....Secretary
M. D. Finn.....Receiver

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday at 2 p.m.
A. McCready.....Master
W. S. Kessler.....Secretary
James McPherson.....Receiver

258. RENO; Nickerson, Kansas.
Meets every Wednesday at 7 p.m. in Odd Fellows Hall.
M. Norton, Box 264.....Master
A. S. Ritenour.....Secretary
E. A. Leighty.....Receiver

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday at 7:30 p.m.
F Bradbury, Box 51.....Master
G. W. Runnels, Box 133.....Secretary
Walt Averill.....Receiver

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 p.m., in Red Men's Hall, Masonic building, 6th and K streets
J. Cummings, Box 107.....Master
J. A. Baker, Box 122.....Secretary
G. E. Hanford, Box 107.....Receiver

261. MAGDALENA; San Marcial, Mexico.
Meets in B. L. E. Hall 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Worrell, Box 41.....Master
W. L. Ewing, Box 75.....Secretary
W. Taylor.....Receiver

262. QUEEN CITY; West Toronto Junct., Ont.
Meets alternate Saturdays at 7:30 p.m.
W. Hyndman.....Master
A. Madden.....Secretary
A. E. Stewart.....Receiver

263. ALAMO; Taylor, Texas.
Meets every Wednesday at 8 p.m.
A. E. Hayden, Box 10.....Master
G. W. Spangler.....Secretary
A. E. Aikman.....Receiver

264. J. K. KILBREATH; Butte City, Montana.
Meets in Cobban Hall every Thursday at 8 p.m.
M. W. Fitzgerald, South Butte, Mon.....Master
J. Byrne, Box 4, South Butte, Mon.....Secretary
C. H. DeCamp, South Butte, Mont.....Receiver

265. GRAND RIVER; Grand Rapids, Mich.
Meets 1st and 3d Sundays at 2:30 p.m., in O. F. Hall.
E. Decker, 611 S. Division street.....Master
A. E. Geary, 525 S. Division street.....Secretary
J. Kitselman, 5 Olive street.....Receiver

266. JOHN HICKEY; South Kaukauna, Wis.
Meets 2d and 4th Sundays
T. Hayes.....Master
P. H. Ryan.....Secretary
J. E. Moquin.....Receiver

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 p.m., at St. Charles Hall, on Patterson street.
B. R. Bliss, care J. B. Fink.....Master
A. H. Flynn, 87 Pacific avenue.....Secretary
J. C. Domer, 115 Pacific avenue.....Receiver

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 p.m.
D. V. Cahill, 220 Montgomery avenue.....Master
E. Gantt, 25 Hooke street.....Secretary
T. O'Leary, 52 McCreary St., cor. Hines, Nashville, Tenn.....Receiver

269. O. K.; Cincinnati, Ohio.
Meets N. W. 8th and Freeman streets 1st and 3d Sunday evenings of each month.
F. O. Miller, 42 Hathaway street.....Master
R. E. McKenzie, 151 Baymiller street.....Secretary
D. P. Keegan, 439 Richmond street.....Receiver

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday at 2 p.m. and 3d Saturday at 7:30 p.m., corner Franklin and Bloomington avenue, So.
S. B. Thompson, 2216 Cedar avenue, S.....Master
W. L. Higbee, 2213 Snelling avenue.....Secretary
J. D. Sharrah, 1901 Third street, S.....Receiver

271. BYRAM; Stanhope, N. J.
Meets at Drake's Hall 1st and 3d Sundays, South Stanhope.
Wm. Weiler, Box 25, Port Morris, N. J.....Master
R. A. Trezise, Box 30, Port Morris.....Secretary
T. F. Burtt, Box 86, Port Morris, N. J.....Receiver

272. WILSON; Junction, N. J.
Meets at Well's Hall, Main street, 1st and 3d Sundays at 1 p.m
J. Osman.....Master
G. B. Weller.....Secretary
F. Maxwell.....Receiver

273. DENVER; Denver, Colo.
Meet every Monday at 7:30 p. m.
R. M. Huntington, 549 Santa Fe street.....Master
G. M. Wilson, 416 S. 9th street.....Secretary
G. Smith, 208 Thirteenth street.....Receiver

274. JACKSON; Clifton Forge, Va.
Meets every Sunday at 10 a.m.
J. W. Myers.....Master
B. H. Thomas.....Secretary
E. B. Engart.....Receiver

275. LEE; RICHMOND; Richmond, Va.
Meets 1st and 3d Sundays at 1:30 p.m., in Thoms' Hall, corner 17th and Main streets.
C. W. Jenkins, Carrington st., Crow Hill...Master
W. A. Demaine, N. N. & M. V. Round House.....Secretary
J. W. Clowes, N. N. & M. V. Round House.....Receiver

276. GRAFTON; Grafton, W. Va.
Meets in Odd Fellows' Hall every Sunday at 2 p.m.
E. Dixon.....Master
J. E. Conners.....Secretary
A. B. Enoch.....Receiver

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 p.m.
H. C. Moore.....Master
W. Cole.....Secretary
R. H. McCarty.....Receiver

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 p.m.
W. Wright, L. Box 482.....Master
M. E. Murphy, L. Box 482.....Secretary
W. Wright, L. Box 482.....Receiver

279. METEOR; McComb City, Miss.
Meets 1st and 3d Sundays at 3 p.m, in Odd Fellows' Hall.
S. Q. Ford.....Master
A. W. Jennings.....Secretary
Wm. McIntyre.....Receiver

280. OZARK; Thayer, Mo,
Meets in Sachre's hall, 2d and 4th Sundays at 9 a. m. and 1st and 3d Sundays at 7 p.m.
H. Lohnes.....Master
J. A. Atyeo.....Secretary
C. P. Countryman.....Receiver

281. TUNNEL HILL; New Albany, Ind.
Meets in Hedden's Hall, 1st and 3d Sundays at 2 p.m.
W. C. Brown.....Master
E. P. Reeves.....Secretary
Charles Sinex.....Receiver

282. BURNSIDE; Mt. Carmel, Ill.
Meets on Main, between 3d and 4th streets every Sunday at 2 p.m,
Bert Launt.....Master
C. Minniear.....Secretary
W. H. Kern.....Receiver

283. LACKAWANNA; Great Bend, Pa.
Meets 1st and 3d Saturdays at 8 p.m. in Red Men's Hall, Day's Block. Main street.
F. J. May, Hallstead, Pa.....Master
J. F. McCormick, Hallstead, Pa.....Secretary
H. P. Trowbridge, Halstead, Pa.....Receiver

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel street, 1st Saturday at 8 p.m. and 3d Sunday at 2 p.m.
J. H. Hall, 186 Rosette street.....Master
E. S. Alling, 88 Cedar street.....Secretary
C. T. Downs, 123 Cedar street.....Receiver

Digitized by Google

285. CHARTER OAK: Hartford, Conn.
Meets 2d and 4th Sundays of each month at 1:30 p.m. at 3 Pratt street.
W. W. Hosford, 15 Elm street.....Master
Wm. Wyler. 9 Squire street.....Secretary
H. L. Stearns, 4 Wooster street.....Receiver

286. SAGINAW VALLEY, East Saginaw, Mich.
Meets in B. of L. E. Hall, corner Warren and Potter streets, 2d and 4th Sundays at 1:30 p.m.
F. Shinsky. L. Box 500.....Master
A. Fixel, 1214 Miller street.....Secretary
C. L. Sterling, 701 N. Jefferson street....Receiver

287. ALTOONA: Altoona, Pa.
Meets in Otto's Hall, E. 12th street, between 8th and 9th avenue, every Sunday at 1 p.m.
W. E. Hammond, 1816 Union avenue.....Master
J. F. Walls, 1117 17th street.....Secretary
F. A. Davis, 1903 Union avenue.....Receiver

288. EMMETT: Estherville, Iowa.
Meet in Masonic Hall 1st Sunday at 2 p.m. and 3d Monday at 7 p.m.
W. S. Davis, Box 80.....Master
F. T. Slayton, Box 121.....Secretary
George Godden, Box 76.....Receiver

289. GRAND ISLAND: Grand Island, NEB.
Meets 2d and 4th Sundays.
J. W. Allwine, L. Box 135.....Master
G. Morgan, Box 575.....Secretary
Wm. Edwards.....Receiver

290. MARION: Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington street.....Master
R. Tierney.....Secretary
J. C. Shaw.....Receiver

291. ATLANTIC: Brooklyn, N. Y.
Meets at Pythias Hall, corner Atlantic and Georgia avenues, East New York, N. Y. 2nd and 4th Saturdays at 8 p.m.
W. C. Latimer. 118 Hall street.....Master
G. W. Bruno, East New York, N. Y.....Secretary
W. M. Valentine, East New York, N.Y..Receiver

292. MONUMENTAL: Balimore, Md.
Meets every Friday at 7:30 p.m. in Armstrong & Denny's Hall, corner Light and Montgomery streets.
J. W. Kelly.....Master
S. E. Labarrer, 188 Scott street.....Secretary
J. S. Norris, 143 Randall street.....Receiver

293. LAFAYETTE: Philadelphia Pa.
Meets corner Frankfort Road and Sargent street 2d and 4th Sundays at 1 p.m.
J. J. Leahy, 2627 Fremont street.....Master
W. J. Sharky. 2608 Somerset street.....Secretary
D. J. Kilty, 2809 Edgemont street.....Receiver

294. OHIO RIVER: Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 p.m., in Palmer's building, 3d avenue, between 8th and 9th streets.
O. G. Temple.....Master
A. L. Jackson.....Secretary
E. A. T. Watkins.....Receiver

295. U. S.: Davenport, Ia.
Meets 1st and 3d Sundays of each month.
G. Dougherty, 214 W. Front street.....Master
E. W. Mason, Room 6, Davis Block.....Secretary
F. Daley, 320 W. Front street.....Receiver

296. AT LAST; Knoxville, Tenn.
Meets every Saturday at 7 p.m., corner Gay and Clinch street.
J. P. Ford, 71 McGhee.....Master
W. C. Goodner, 63 W. Depot.....Secretary
S. A. Prossnell, 141 McGhee street.....Receiver

297. CLARK; Jeffersonville, Ind.
J. Wilson, Box 392.....Master
L. Eggleston.....Secretary
A. B. Chambers.....Receiver

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau avenue, 1st and 3d Thursdays at 7:30 p.m.
G. Andrews, 2843 Market street.....Master
H. C. Wheat, 1221 S. Compton avenue...Secretary
J. McCloskey, 1418 Joab street.....Receiver

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 p.m.
M. Prescott.....Master
C. H. Ridge, Box 87.....Secretary
N. D. Hoffman.....Receiver

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday at 2 p.m. and 3d Monday at 7 p.m., over First National Bank.
A. S. Hewitt, Box 834.....Master
H. J. Manney, Box 371.....Secretary
James Whitby.....Receiver

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 a.m. and 3d Friday at 7 p.m. of each month in Engineer's hall.
S. J. Norris.....Master
N. E. Aldrich.....Secretary
W. M. Weeks.....Receiver

302. YOUGHIOGHENY; Connellsville, Pa.
Meets at Reisinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231.....Master
C. A. Plante.....Secretary
S. A. McPhee, Box 387.....Receiver

303. POST OAK; Hempstead, Texas.
Meets every Sunday at 3 p.m. in Masonic Hall.
J. E. Dehn.....Master
W. A. Weir.....Secretary
W. A. Weir.....Receiver

304. THREE BRANCH; Argenta, Ark.
Meets every Sunday at 3 p.m.
F. H. Barrelle.....Master
G. B. Yauch.....Secretary
R. G. Curtis.....Receiver

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Tex.....Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M Cornelius, El Paso, Texas.....Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
H. C. Koepke, El Paso, Texas.....Receiver
care J. S. Turner, M. M., M. C. R. R., Jimulco, Mexico.

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturday at 7:30 p.m., and 4th Sunday at 3 p.m. in K. of L. hall.
J. C. Muzzey, 8 Bowery avenue.....Master
J. P. Callahan, 19 Pine street.....Secretary
James Burbeck, 14 Prince street.....Receiver

307. HAMDEN; Springfield, Mass.
Meet in Crescent Hall, 218 Main street, 1st and 3d Sundays.
F. E. Gates, 34 Patton street.....Master
W. M. Butler, B. & A. Engine House.Secretary
C. A. Chapin, B. & A. R. R.....Receiver

308. BELLE HAVEN; Alexandria, Va.
E. B. Kemp.....Master
W. M Mansfield, 228 Duke street.....Secretary
W. M. Mansfield.....Receiver

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday. corner Vernon avenue and Ferry streets.
W. J Simon, Box 73, Schuetzen Park P. O, Long Island, N. Y.....Master
J. W Brown, 145 Dupont st, Green Point L. I.....Secretary
W. Carroll, Long Island City, N. Y.....Receiver

310. CHESTNUT RIDGE; Derry Station, Pa.
H. C Martin.....Master
Geo Wareham.....Secretary
J. O. Elder.....Receiver

311. BELLE PLAINE; Belle Plaine, Ia.
R. Rippen.....Master
J. C. Hanby, Box 228.....Secretary
C. A. Howe.....Receiver

312. BLUE VALLEY; Wymore, Neb.
M. Hefferman, Box 152.....Master
F. R. Swaney, Box 6.....Secretary
S. E. Fulton, Box 85.....Receiver

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7:30 p.m., in Mellville Hall.
M. S. Laughlin, Box 54.....Master
John Williams, Box 131, Armstrong, Kan.....Secretary
John Donavin, Box 32, Armstrong, Kas..Receiver

314. MINERVA; New Castle, Pa.
Meets alternate Sundays in K. of P. Hall.
E. W. Shatto, Mahonington, Pa.....Master
G. Lutton.....Secretary
R. Russell.....Receiver

Digitized by Google

315. TROY CITY; Green Island, N. Y.
W J. Mattice.....Master
W J. Murray.....Secretary
H. R. Peach.....Receiver

316. OMEGA; Buffalo, N. Y.
Meets every Saturday at 8 p m at Siebert's Hall.
W. J. Daly, 768 S. Division street.....Master
W. H. Walsh, 1903 Broadway.....Secretary
R. O. Williams.....Receiver

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays at 9:30 a.m. in Bland's Hall, 9th and Penn. streets.
E. Noonan, 638 N. 8th street.....Master
W. A. Gordon, 836 Green street.....Secretary
H. Drake, 604 N. Tenth street.....Receiver

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
R. H. Scott, Glenwood, 23d Ward.....Master
J. F. Willis, Glenwood, 23d Ward.....Secretary
W. J. McNamamy, Glenwood, 23d ward..Receiver

319. ORPHANS' HOPE; Dennison, Ohio.
Meets in Odd Fellows Hall every Tuesday evening.
T. E. Whitesides.....Master
J. H Rowland.....Secretary
A. Eckfield.....Receiver

320. DUNHAM; Martinsburg, W. Va.
Meets every Saturday at 7:30 p.m., in K. of P. Hall.
W. M. Johnson.....Master
C. B. Crowell.....Secretary
P. E. Cage.....Receiver

321. SNOW DRIFT; Chaplean, Ont.
Meets every Sunday at B of L. F. Hall, over Osborne's store at 2 p.m.
A. Rathwell C. P. R. R.....Master
W. J. Devlin, C. P. R. R.....Secretary
J. McAdams, C. P. R. R.....Receiver

322. WISSAHICKON; Philadelphia, Pa.
L. D. Woodington, 1939 N. Ninth street....Master
J. Haas, 2135 Darien street.....Secretary
I. S. Stearly, 923 Mt. Vernon street.....Receiver

323. ANTHRACITE; Tamaqua, Pa.
W. H. Frey, Box 367.....Master
W. Heckman, Box 367.....Secretary
W. J. Dintinger, Box 347.....Receiver

324. MOUNTAIN GROVE; Catawissa, Pa.
J. W. Fisher.....Master
D. Geiger, Jr.....Secretary
James Kelly.....Receiver

325. SCHUYLKILL VALLEY; Pottsville, Pa.
J. J. Horty, 56 E. Bacon street, Palo Alto, Pa.....Master
W. H. Sowers, 102 W. Savoy street, Palo Alto, Pa.....Secretary
Hugh Gillispie, 154 Bacon St., Palo Alto, Pa.....Receiver

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7 p.m., in G. A. R, Hall.
C. Billington, 6 Johnson street.....Master
J. H, Fenner, 61 Davis street.....Secretary
S. P. Clough, 6 Allison street.....Receiver

327. SILVER MOUNTAIN; Barstow, Cal.
Meets in B. of L. F. Hall 1st and 3d Sundays and 2d and 4th Wednesdays of each month at 7:30 p.m.
A. W. Mero, Box 10.....Master
F. P. Riggs.....Secretary
A W. Mero, Box 10.....Receiver

328. STONE BALLAST; Plattsmouth, Neb.
W. Crehan.....Master
J. A. Marshall, Box 75.....Secretary
W. P. Ferguson, L. Box 916.....Receiver

329. SOLOMON VALLEY.; Downs, Kansas.
A. Dillon.....Master
W. Jacobia.....Secretary
R. H. Rundel.....Receiver

330. RIVER VIEW; Kansas City, Missouri.
Meets 2d and 4th Thursday evenings.
Jas. O. Laughlin, Armourdale, Kan.....Master
A. W. Abraut, 1354 Liberty street, Kansas City, Mo.....Secretary
E. J. Pearce, Box 4, Station A.....Receiver

331. CHICAGO BELT LINE; Auburn Junction, Ill.
W. Muldoon.....Master
W. C. Wright, Box 77.....Secretary
O. Fischer, Box 2, South Englewood, Ill..Receiver

332. STONE MOUNTAIN; Augusta, Ga.
Meets every Wednesday at 7 p.m.
A. J. Wages, G. R. R. Shops.....Master
R. B. Chapman, 414 Reynolds st.....Secretary
H. J. Hoyt, 520 Walker street.....Receiver

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays.
B. F. M. Keffer, 4116 Ogden street.....Master
C. V. Plant, 3911 Wallace street.....Secretary
Harry Ewing, 830 N. 40th street.....Receiver

334. ELLSWORTH; Philadelphia, Pa.
L. Genav, 1007 Ward street.....Master
W. M. Akin, 521 Woodstock street.....Secretary
F. H Hartzell, 1503 Ellsworth street.....Receiver

335. SAINT ADOLPHUS; Hochelaga, Canada.
A. Pring, 43½ Dufreane st., Montreal, Can. Master
P. Dionne, 69 Iberville street.....Secretary
S. G. Breazeau, 97 Moreau St., Montreal.....Receiver

336. FALL RIVER; Neodesha, Kansas.
W. Driscoll, Pierce City, Mo.....Master
J. W. Chasteen.....Secretary
J. A. McPaul.....Receiver

337. BIG FOUR; Kansas City, Mo.
Meet alternate Thursdays at 7:30 p.m. at 710 Holly street.
C. T. Allis, 1631 Belleview Avenue.....Master
G. H. Roberts, 1631 Belleview Avenue. Secretary
J. Leonard, 1819 Mercer street.....Receiver

338. WEST BRANCH; Renovo, Pa.
Meets 1st and 3d Sundays of each month, corner 4th street and Ham avenue at 1:30 p.m.
F. Kerby.....Master
F. A. McGuire.....Secretary
C. B. McMonigal.....Receiver

339. WHITE BREAST; Charlton, Iowa.
M. L. Bixler.....Master
A. M. Williby, L. Box 156.....Secretary
G. C. Koebel.....Receiver

340. STAR OF THE WEST; Newton, Kan.
Meets 2d and 4th Sundays in Odd Fellows' Hall.
C. S. Druce, Box 357.....Master
J. M. Kelly, Box 567.....Secretary
J. G. Wright, L Box 294.....Receiver

341. GOLD RANGE; Kamloops, B. C.
D. A. Morton.....Master
J. Gander.....Secretary
A. Randall, Donald, B. C.....Receiver

342. CASCADE; Medicine Hat, North West, Ter.
F. W. Dean.....Master
L. Dobbin.....Secretary
T. R. Harris.....Receiver
C. E. Parker.....Collector
F. W. Dean.....Magazine Agent

343. WHITSETTE: Charlotte, N. C.
C. W. Creswell.....Master
W. A Ennis.....Secretary
J. Robertson.....Collector
E. Garraux, Box 21.....Receiver
C. L, Cauble.....Magazine Agent

344. BRADSHAW: Columbia, S. C.
D. C. Dickert.....Master
W, H. Fetner.....Secretary
W. H. Fetner.....Collector
A. C Lee.....Receiver

345. SOUTH STAR: Palatka, Fla.
F, E. Lee.....Master
J. T, Dennen.....Secretary
J. T. Dennen.....Collector
W. F, Shelly.....Receiver
J. M, DuBose.....Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
A. D. Slack.....Master
T. Butler.....Secretary
T. Butler.....Collector
J. J. Sizer.....Receiver
C. C. Dean.....Magazine Agent

Digitized by Google

30 DAYS' TRIAL



BEFORE — AND — AFTER

Electric Appliances are sent on 30 Days' Trial.

TO MEN ONLY, YOUNG OR OLD,

WHO are suffering from NERVOUS DEBILITY, LOST VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration of HEALTH, VIGOR and MANHOOD GUARANTEED. The grandest discovery of the Nineteenth Century. Send at once for Illustrated Pamphlet free. Address

VOLTAIC BELT CO., MARSHALL, MICH.



LODGES OF THE B. of L. F.

WISHING TO PROCURE

REGALIAS

Will save 20 to 50 per cent by sending orders to

M. C. DAVIS & CO.,

Room 27 Wright's Block,

Send for PriceList. **INDIANAPOLIS, IND**

FREE TO F. A. M. Fine Colored Engraving of the Old Sun Tavern in Philadelphia in which the first lodge in N. America was held. Also large illustrated Catalogue of Masonic books and goods with bottom prices. Also offer of first-class business. ☞ Beware of spurious works. REDDING & CO., Masonic Publishers and Manufacturers, 731 Broadway, New York.

THE GREAT AMERICAN TEA COMPANY

GOOD NEWS TO LADIES!

Greatest inducements ever offered. Now's your time to get up orders for our celebrated Teas and Coffees, and secure a beautiful Gold Band or Moss Rose China Tea Set, or Handsome Decorated Gold Band Moss Rose Dinner Set, or Gold Band Moss Decorated Toilet Set. For full particulars address

THE GREAT AMERICAN TEA CO.,
P. O. Box 289. 31 and 33 Vesey St., New York.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express and P. O. address.

DR. T. A. SLOCUM, 181 Pearl St., New York.

INTENDING ADVERTISERS Should address

GEO. P. OWELL & CO.,

10 Spruce City.

For SELECT LIST OF 1,000 NEWSPAPERS

Will be sent **FREE** on application.



After Forty years' experience in the preparation of more than One Hundred Thousand applications for patents in the United States and Foreign countries, the publishers of the Scientific American continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc., for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. Their experience is unequaled and their facilities are unsurpassed.

Drawings and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models or drawings. Advice by mail free.

Patents obtained through Munn & Co. are noticed in the **SCIENTIFIC AMERICAN**, which has the largest circulation and is the most influential newspaper of its kind published in the world. The advantages of such a notice every patentee understands.

This large and splendidly illustrated newspaper is published **WEEKLY** at $3.00 a year, and is admitted to be the best paper devoted to science, mechanics, inventions, engineering works, and other departments of industrial progress, published in any country. It contains the names of all patentees and title of every invention patented each week. Try it four months for one dollar. Sold by all newsdealers.

If you have an invention to patent write to Munn & Co., publishers of Scientific American, 361 Broadway, New York.

Handbook about patents mailed free.

Digitized by Google

Some Things I Know About Handling

—AN—

ENGINE.

This is contained in a small book of 55 pages and has a very large amount of information especially for ENGINEERS AND FIREMEN. Its title is ALEXANDER'S READY REFERENCE—ENLARGED STANDARD EDITION. This work without doubt contains more valuable information in fewer words and is easier understood by Railroad men than any other work now in print; because it is written in the same manner that Railroad men talk to each other about Engines. Old runners say it is the only book they have ever seen that is of any use to a Railroad Engineer. In this Edition there are some very important new items about VALVE MOTION, together with a large diagram showing all the workings of the valve and its connections from the STEAM CHEST TO THE ECCENTRIC. The explanation is so clear that any one who can read can understand it. There are also four other large cuts of Engines in a pocket in each book; it also contains a full description of the working and handling of Westinghouse Air and Automatic Brakes; also remedies for break-downs and failures of every description likely to occur on the road. All given in language FAMILIAR TO EVERY ENGINEER or old Fireman. The Book is very valuable to men working on running repairs of Engines, and is a gold mine to Locomotive Firemen aiming at promotion.

PRICE 75 CENTS—amount can be safely sent by Money-Order, Postal Note, or Registered Letter from any post-office. Cash must accompany all orders.

Address,

THEO. DEBS,

Terre Haute, Ind.

MORE MONEY FOR YOUR WORK

If you improve good opportunities. HALLETT & CO., Portland, Maine, will mail, free, full information showing how you can make from $5 to $25 and upwards a day, and live at home wherever you are located. Better write; some have made over $50 in a day; all new. No capital required; started free. Both sexes; all ages Success for every worker. Send address and see for yourself.

$50 If you think of spending fifty or one hundred dollars in advertising send us a copy of your advertisement, and we will tell you (free of charge) what will be the best possible investment for you to make. Send 10 cents for 176 page pamphlet. Address, GEO. P. ROWELL & CO'S NEWSPAPER ADVERTISING BUREAU, 10 SPRUCE ST., New York.

TO ADVERTISERS.

A list of 1000 newspapers divided into STATES AND SECTIONS will be sent on application—**FREE.**

To those who want their advertising to pay, we can offer no better medium for thorough and effective work than the various sections of our Select Local List.

GEO. P. ROWELL & CO.,
Newspaper Advertising Bureau,
10 Spruce Street, New York.

OFFICIAL CHARTS.

The Official Chart of the Brotherhood o Locomotive Firemen has been transferred to **WM. HUGO**, of EUREKA LODGE, No. 14, and all orders will receive prompt attention.

Address,

WM. HUGO, 79 N. Noble St., Indianapolis, Ind.

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again. I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you.

Address DR. H. G. ROOT, 183 Pearl St., New York.



Comet Pile Remedy.
Comet Liniment,
Comet Catarrh Cure.

PRICES OF EACH,

FIFTY CENTS.

Recommends furnished. Correspondence solicited.

For sale by Druggists. Sent by mail or express, on receipt of price, *charges paid by us.*

COMET MEDICINE CO,
1017 North Ninth St., cor. Carr,,
St. Louis, Mo.

ADVERTISERS

Can learn the exact cost of any proposed line of Advertising in American Papers by addressing

GEO. P. ROWELL & CO'S

NEWSPAPER ADVERTISING BUREAU,

10 SPRUCE ST., NEW YORK.

☞Send 10 cents for 176 Page Pamphlet

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. APRIL, 1887. No. 4.

THE INTER-STATE COMMERCE LAW.

Some months ago, we published in the *Magazine*, an editorial article, in which we referred to the bill, then before Congress relating to inter-state commerce or inter-state transportation, one of which, was designated as the Reagan, or House bill, and the other as the Cullom, or the Senate bill. These bills, it was assumed, had the same purpose in view, and each passed in the House in which it originated, by such a large majority as demonstrated, beyond cavil, that the people demanded the legislation proposed by these measures. Sometime in January last, an inter-state commerce bill passed Congress and received the signature of the President, and is therefore now the law of the Republic. The bill which passed and is now the law was not, however, the "Reagan" bill, nor the "Cullom" bill, but a compromise bill prepared by a conference committee of the two Houses of Congress, and is supposed to include the best features of the two bills named. The discussions upon the various inter-state commerce bills that have been before Congress, have brought into deserved prominence facts relating to railroads, transportation and inter-state commerce of the highest importance, some of which, as best we may, we shall place before the readers of the *Magazine*.

The late debates in Congress make reference to "Poor's Manual," as the highest railroad authority in the country. In 1883 Mr. Poor is quoted by a distinguished Senator, Mr. Beck, of Kentucky, as saying, that the actual cost in money of all the railroads in the United States, did not exceed their funded debts, an aggregate of $3,787,000,000 and that the fictitious capitalization was $3,708,000,000. It will be observed that for every dollar of actual cash invested there was only a small fraction less than a dollar of *water*, and that $3,787,000,000 of honest investment was made to represent an investment of $7,495,000,000, and upon this enormous sum, made up of fact and fiction, or cash and water, the railroad owners compelled the people to pay them dividends. It is stated by Mr. Poor that in 1883 the net earnings of the railroads of the country amounted to $336,911,884, or 9 per cent. upon their cost, and he says further: "If the fictitious capital could be eliminated from their accounts, their success as investments would have no parallel." We confess that it is difficult for the ordinary mind to grasp such vast sum totals. To control, to wield such an enormous money power, must, in the nature of

Digitized by Google

things, be dangerous to an extent that defies characterization. It appalls by its stupendousness. It is not surprising, therefore, that the people of the United States became alarmed, and demanded of their representatives that the railroads of the country should be curbed by law. In the debates to which we have referred the methods employed to make railroads represent a fictitious value are given by quotations from a work entitled the "Railways and the Republic," published in 1886 by I. F. Hudson. We give a few specimens which must suffice:

"The South Pennsylvania Railroad project illustrates, in many striking features, the great railway abuses of the times. The projectors of this enterprise, in itself legitimate and desirable, had an offer to build and equip the road for $10,000, and they planned a liberal inflation by raising that sum on bonds and making the stock capital wholly fictitious. But the project fell into the hands of the Vanderbilt interest, and the plan was found to be wholly insufficent. The stock was placed at $20,000,000, and the bonds at the same amount. A contract was made with a construction company, said to consist of Mr. Vanderbilt's clerks and brokers, to do for $15,000,000 the work which a responsible contractor had offered to do for $6,500,000. The $15,000,000 were to be furnished by a syndicate of capitalists from New York, Cleveland, Philadelphia, and Pittsburg, who were to receive for their subscriptions the $40,000,000 of securities. It is now asserted on good authority that the sum of $10,000,000 is an ample estimate of the 'egitimate investment represented by the $40,000,000."

After telling how the New York Central & Hudson River Railroad watered its stock, Mr. Hudson says:

"It is sufficient for the present purpose to cite the conclusion of the New York Legislative committee, from the testimony of experts that the property of the company, capitalized at $155,000,000, could be replaced for $65,000,000; that the most moderate estimate of the actual 'water' in its securities was $53,163,881, not including a loss of $10,800,000 by discounts in the sale of $25,000,000 of bonds. The capital stock of the company is $85,000,000, representing, according to this most moderate view, $22,000,000 of actual investment; while others estimate that the bonded securities of the company alone represent the entire amount invested in the property, and $10,000,000 more; so that the entire share capital and part of the bonds are a stupendous mixture of wind and water."

Referring to the Pacific Railroads, Mr. Hudson places the following facts on record:

"A still more notorious and flagrant example of stock inflation is that of the Pacific Railroads. The public are familiar with the record of this creation of stupendous wealth out of the loan of a government subsidy and the gift of an empire of land. It has been told by Mr. Charles Francis Adams in detail, and with an authority that is emphasized by his present position at the head of one of the companies. The story of the construction company, the 'Credit Mobilier,' upon whose stock, the investment in which was nominal, the greater portion of the shares and debts of the Union Pacific Railway was distributed as dividends, is part of the record of national politics. It is also well known how the Central Pacific Railway was built. A company of capitalists whose resources at the beginning of the enterprise were $195,000, with the aid of loans from the city of Sacramento and Placer county to the extent of $550,000, built enough road to draw $848,000 from the United States treasury as the subsidy for the first section, and by repeating the process constructed the entire road; with which as a nucleus, they have now gathered a total capitalization of $139,000,000."

Manifestly, such facts ought to have the widest possible publication, because they touch the very vitals of the nation. They are corrupting to a degree which defies exaggeration. Reference is made to the anthracite coal trade of Pennsylvania, to impress upon the public mind the enormous power for evil exerted when railroads combine for personal aggrandizement.

The anthracite coal railroad pool is characterized as the most atrocious, its discriminations, extortions, and combinations to limit productions in order to increase the price of the product, have been so outrageous as to call for the interference of the Governor of Pennsylvania. In reference to this matter Mr. Hudson says:

"Of 270,000 acres of anthracite-coal lands in Pennsylvania 195,000 are now owned by six railways. One effect of uniting, in the same corporations, the business of shippers and that of carriers is the enormous inflation of their capital.

Their aggregate capitalization amounts to $500,000,000, while the actual cost of the

Digitized by Google

roads and equipment for transportation is $114,000,000.

For the purpose of securing a profit on this stupendous amount of inflated capital, the policy of combination has been carried to an unequaled extent. Not only was competition in transportation suspended by a division of traffic between the railways, but the competition of the mines was stopped, as far as possible, by agreements which limited the output of anthracite coal to an arbitrary total fixed by the combination.

These agreements are enforced by ordering the suspension of mining at such time as the railway combination determines; sometimes for one-quarter of the working time in a year.

We have seen that the combination contends as vigorously to prevent an advance of miners' wages as to maintain the price of coal; and hence the artificial advance of price brings no corresponding increase of pay to the labor employed. In fact statistics show that the average wages paid to the men engaged in this severe and arduous work ranges from $350 to $400 per year. The restrictive powers of the combination are extended over the distribution of the product. No wholesale dealer can engage in the anthracite coal business without the consent of one or the other of the lines forming the combination, or without conforming to the fixed and arbitrary wholesale prices prescribed by the companies. Some of the eccentricities of the artificial means used to sustain prices have been exposed in a previous chapter. The burden of the control established over both producers and consumers, by the anthracite and bituminous coal combination has been estimated at $31,000,000 annually."

We apprehend that it would be impractical, if not impossible, to ascertain with any degree of accuracy the sum total of value of the inter-state commerce of the country. Approximations would be scarcely less satisfactory. We are generally content with the declaration that it is "enormous," and yet we regard it practicable to arrive at some rational conclusions upon the subject. It is stated, upon the highest authority, that the railroads of the country in 1885 carried 437,000,000 tons of freight, and that of this amount, 60 per cent. or 262,200,000 tons were inter-state. But the question arises, What is the value of a ton of freight? Here, apparently, all calculations are barred, and only guess work comes to the rescue. But, suppose we select wheat as the standard commodity, 33 bushels to the ton, and estimate it at $1.00 a bushel, or, $33.00 to the ton, in that case, 262,200,000 tons, would represent as the value of our inter-state commerce, the sum of $8,652,600,000. But, it must be understood, that the water ways of commerce carry at least one-third as much of the inter-state freight as the railroads, in which case the value of the inter-state commerce of the country would amount on our basis of calculation, to $11,536,800,000. But our purpose is not so much to write of waterways as railways, and if our figures are merely appproximations, they bring into bold prominence the absolute necessity of bringing the common carriers of the country under strict and constant surveillance, since annually, in the item of inter-state commerce, they wield a power over the welfare and destinies of the country, in the presence of which hyperbole sits dumb, and it is this tremendous power, which from the center to the circumference of the Republic, has alarmed the people, and resulted finally in the enactment of the inter-state commerce law.

Having shown how railroad corporations manage to build railroads and inflate values, the vast amount of the business they transact, the receipts for freight alone, in 1885, being $765,000,000, the question arises, what specific reasons were assigned for the enactment of the inter-state commerce law?

The public is profoundly interested in the inquiry. Nor is it to be supposed that the law could have been passed which places the railroads of the country under the control of Congress, if the demand for it had not been of a character which would not brook further delay. And the reasons given for the passage of the bill are stated as follows: "First. That all charges shall be reasonable and just." "Second. That there shall be no discrimination between persons or firms, either directly or indirectly, by special rates, rebate, drawback, or any other device, but that all shall be treated equally and alike for like and cotem-

Digitized by Google

poraneous service." "Third. That no undue or unreasonable preference or advantage shall be given to any particular person, firm, company, corporation or locality." "Fourth. That no greater compensation shall be charged for the short than for the long haul, where both are made under substantially similar conditions and circumstances over the same line and in the same direction, provided that in special cases, upon application to the commissioners, they may upon investigation relax the rule; and provided further, that nothing contained in the bill shall be construed to authoriz the charge of as much for the short as the long haul." "Fifth. That all combinations, contracts or agreements between railroad corporations for the pooling of freights of different and competing roads, or to divide between them the earnings of such roads, shall be unlawful."

The disastrous results of pooling, during the debates upon the measure were stated in a way well calculated to arouse alarm and indignation. The anthracite coal pool was exposed with crushing effect. The Standard oil pool, was, if possible, still more alarming, as is seen by Mr. Hudson's statement of the case.

This made the monopoly absolute master of the refining trade. It controlled every avenue of transportation, managed all the largest refineries in the land and was able to shut off every competitor from either receiving supplies or shipping its product. If any refineries in any part of the land were permitted to run they owed their immunity to their insignificance. The Pittsburgh refiners, who had struggled for four years against the domination of the Standard, were left without any avenue of escape, and the rigor of their fate can be perceived from the fact that at the beginning of 1878, nearly every firm of the original refining interest of Pittsburgh had either made the best terms practicable with the Standard or accepted the alternative of the bankrupt courts.

From its original common-place proportions the Standard had at this time swelled to a corporation whose wealth was estimated to exceed $30,000,000. The sources from which most of this wealth is drawn may be understood from the disclosures afterwards made of the discriminations in its favor. Up to that time these favors could only be inferred from the fact that the Standard could ship oil over the trunk lines when none of its competitors could do so at prevailing rates. The first legal avowal of its rates was in the case of H. L. Taylor *et al. vs.* the Standard Oil Company, in which it was alleged by the plaintiff that a rebate of $1 per barrel had been paid by the railways to the Standard. The reply of the Standard admitted a payment of a rebate, but denied that it was of the amount named. Subsequently Mr. A. J. Cassett, of the Pennsylvania road, testified before the New York legislative investigating committee that in eighteen months the railways had paid to the Standard the sum of $10,000,000 in rebates. The period covered by the testimony was a year or two later than the time now under consideration; but the inference is plain that the rebates paid the Standard during the period of its growth from an ordinary corporation to a complete monopoly were equal to its entire increase of wealth for that time. In other words, its entire profits were comprised within the discriminations made in its favor by the railways.

As the railways had already raised the Standard to the position of controlling over 95 per cent. of the trade, and had crushed out nearly all its rivals, it will be seen that the probability of finding such a shipper to enjoy equal terms with the monopoly was very remote. Nor with the Standard in control of the trade was it likely to have any difficulty in carrying out its guarantee of the percentages which it had parceled out among the railways. The compact was a league and covenant between the railways and the Standard, that no independent competition in the petroleum trade should be permitted by the railways. It bound the corporations to the principle that competition was to be abolished, and handed over the producers and consumers alike to the tender mercies of the monopoly which was established by the power of the railways.

Another instance of pooling is given in the *Drover's Journal*, of Chicago, which occurred last December. That paper stated:

"On the 1st of last March the east-bound pool increased the freight on live stock 40 per cent. and on dressed beef 50 per cent. from Chicago to the sea-board; and by this one act alone they have taken from the pockets of the producers of live stock not thousands but millions of dollars, which has been divided between the six trunk-lines comprising the east-bound pool."

These are only specimens, hundreds of instances could be quoted of a similar character. Pools, discriminations and rebates were doing incalculable mischief. It is stated that there were

Digitized by Google

on the 1st of January, 1887, 33,694 railroad stations in the United States, of which only 2,778 were junction points, where there were more than one railroad, leaving 30,916 stations with but one railroad, that is, there were 2,778 competing points, and 30,916 non-competing points. By combinations, pooling and rebates, and by the long and short haul rates in vogue, competition had become a myth, but under the law, the belief is expressed that a great advance towards establishing justice will be made.

No one doubts or gainsays that railroads have contributed to the rapid development of the resources of the country, but it has been shown that these railroads are taxing the country upon investments which represent nothing but water, reaching the enormous sum of more than $3,000,000,000.

Mr. Cullom referring to the fact that the railroads have issued $3,000,000,000 bogus bonds, for the interest on which the people are taxed, says:

It is therefore a most important fact for our consideration, as I have said, that the people of this country are to-day paying, according to the estimate of all the best authorities, an annual tax as great as that collected by the National Government, the gross amount of which is equal to and probably largely exceeds the entire taxation of the States and the National Government, paying the interest upon money never used but falsely pretended to have been used. How much that annual tax affects the labor of this country is a question for consideration.

How much that annual tax of three hundred million dollars, to be perpetuated under a mortgage of three thousand million dollars, is a burden of indebtedness imposed upon the country and upon every man, woman, and child is an object of public consideration which Senators must consider for themselves. For one I can see in it nothing but the ruin of the Republic. If it be permitted and is beyond the power of law, that a corporation or creature of the law, either State or National, can as a fact impose such a curse upon the industries of the country, I can see no object in government, I can feel no pride in the great system of government which we have. If its practical result is to impose on the labor of the people by the exercise of the powers of the governments, State and National, this vast annual tax without any consideration or return, but only for the personal luxury of a few persons, and there is no remedy for it, our efforts for the reduction of taxation, our declarations of equal rights, of the value of republican government, are false and mere pretenses.

Such is our resume of the interstate commerce law of the land. It dates a new era in railroading in America, and it is to be hoped that the law will exert a salutary influence upon the welfare of the country.

PRISON LABOR.

From the center to the circumference of the United States, honest, law-abiding working men complain that States are operating their crime-stained convicts in direct conflict with the interests of honest labor, and they demand that a remedy for this wrong shall be found and applied.

We are not unmindful of the various pleas that are put forth by *pseudo* philanthropists and statesmen in justification of a policy which places convict muscle and skill in competition with honest, law-abiding workingmen, who strive to support the law and support themselves and their families at the same time.

In the first place, seven-by-nine statesmanship, that wears a No. 5 hat and No. 12 boots, comes to the rescue with the theory that crime ought to be self-supporting, because it would be an intolerable burden upon the people if they were taxed for the maintenance of convicts in idleness.

They assume that the highest test of prison discipline is reached when crime is self-supporting and pays the state some revenue.

The slobbering philanthropy of the times finds expression in ceaseless twaddle about reforming criminals. They would transform prisons into asylums, hospitals, industrial schools, making reformation the primary object of incarceration, and punishment secondary, and this sort of statesmanship and philanthropy, yoked and pulling together, has made many prisons delightful places of resort for a class of criminals who, for moderate terms of confinement, express favorable opinions of the arrangement.

Digitized by Google

It is reasonable that such should be the case. As matters now stand, convicts are well treated. They have regular and *square* meals, they have good beds, good shelter, good clothes, good medicines and doctors, books and papers, moral and religious instruction. They are not overworked, and obedience to wholesome rules makes their time pass pleasantly.

As for reformation, there is no official information upon the subject that warrants the conclusion that one per cent. of convicts is reformed, while well established facts show that prison life confirms convicts in criminal habits and associations.

Coming back to the financial question, a state can transform its prisons into great industrial institutions and make crime more than pay its way.

It can be made to pay a revenue to the state, and if revenue is the high purpose then the more crime the more revenue.

But the question arises, is it well for a state to operate its crime-stained and crime-cursed convicts in a way that shall render it more difficult for honest men to make a living? Is it wise for a state to so operate its criminals as may make criminals of honest men? We hold that prison manufactured wares are made at such a low cost for labor that honest men cannot compete with them in the markets, hence honest men are forced into idleness, and idleness is the prolific parent of crime —of wrecked homes. It breaks up families and disperses them, and hence, we hold that anything which produces such results or has a tendency in that direction is a crime.

As we write we have before us the Annual Report of the Indiana State Prison North, which on the 31st day of October, 1886, held 697 convicts, who had according to the record, committed thirty-eight (38) different classes of crimes, rising from theft to murder. This prison boasts of having solved the problem that crime can be made to pay, that crime cannot only be made self-supporting, but that it can be made to pay a revenue to the state.

The readers of the *Magazine* will bear in mind that Indiana is in all regards an average state, in area, soil, products, railroads, schools, colleges, churches, benevolent institutions, and all else that pertains to our advanced civilization. She has, we suppose, as much good and bad law to the square foot as any other state in the union, and has, we estimate, fully twelve hundred male convicts in her two state prisons. But we are now dealing with the Report of the Indiana State Prison North, which, before we are done with it, will serve for some calculations touching the whole country.

It will be seen, by the following statement, which we take from the Report, in what way 695 convicts, confined in the Indiana State Prison North, are employed, and the prices paid for their labor.

The report says, the following is the present condition of contract labor:

J. R. & J. Winterbotham, cooperage, employ:
50 men at 63 cents a day, expiring May 18, 1887.
25 men at 65 cents a day, expiring October 12, 1887.
75 men at 63 cents a day, expiring April 1, 1888.
25 men at 57 cents a day, expiring June 17, 1889.
25 men at 52 cents a day, expiring August 16, 1890.

Ford, Johnson & Co., chairs, chair frames furniture and cradles, employ:
40 men at 55 cents a day, expiring June 7, 1887.
25 men at 55 cents a day, expiring July 19, 1887.
30 men at 70 cents a day, expiring February 15, 1889.
45 men at 55 cents a day, expiring June 17, 1889.
25 men at 55 cents a day, expiring August 16, 1889.

George E. P. Dodge & Co., boots and shoes, employ:
115 men at 55 cents a day, expiring February 15, 1889
15 men at 67 cents a day, expiring February 15, 1889.

Amazon Hosiery Co., woolen and cotton yarns, knitted and woven fabrics, employs:
50 men at 40 cents a day, expiring September 1, 1889
50 men at 45 cents a day, expiring September 1, 1889.
100 men at 50 cents a day, expiring September 1, 1889.

It will be seen that Winterbotham employs 200 convicts; Johnson & Co., 165; Dodge & Co., 130, and the Hosiery Company, 200 convicts. By carefully analyzing the foregoing tables it will be seen that Winterbotham pays an average of 61.11 cents per day; Johnson & Co., an average of 57.72 cents per day; Dodge & Co., 56.34 cents per day, and the Hosiery Co., 46.25 cents per day, a grand average to the state of 55.37 cents per diem.

We apprehend that it will be of interest to those who are studying the

Digitized by Google

prison labor problem, to see these figures somewhat extended, that conclusions may be the more readily arrived at:

WINTERBOTHAM.

No. of Men.	Wages per Day.	Am'nt of Wages Per Day.	Am'nt of Wages for 300 Working Days.	Fair Wages for Honest Workingmen.	No. of Men.	Am't honest Men Would Earn in 300 Working Days.	Excess of Honest Labor over Convict Labor.
50	.63	$31 50	$9,450 00				
25	.65	16 25	4,860 00				
75	.63	47 25	14,175 00				
25	.57	14 25	4,275 00				
25	.52	18 00	3,900 00	$1 50	200	$90,000 00	
200			$36,660 00				$53,340 00

JOHNSON & CO.

40	.55	$22 00	$6,600 00				
25	.55	13 75	4,125 00				
30	.70	21 00	6,300 00				
45	.55	24 75	6,425 00				
25	.55	13 75	4,125 00	$1 50	165	$74,250 00	
165			$27,575 00				$46,675 00

DODGE & CO.

115	.55	$63 25	$18,975 00				
15	.67	10 05	3,015 00	$1 50	139	$58,500 00	
130			$21,990 00				$36,510 00

HOSIERY COMPANY.

50	.40	$20 00	$6,000 00				
50	.45	22 50	7,750 00				
100	.50	50 00	15,000 00	$1 25	200	$75,000 00	
200			$28,750 00				$46,250 00

In the foregoing, we have the astounding fact disclosed that the contractors operating the 965 convicts obtained their services, provided they worked 300 days, for $114,975, while men conducting business outside of prisons and hiring honest workmen, at fair prices, would have had to pay $297,750, a clear gain to the prison contractors, and directly in conflict with honest labor, of $182,775. But this is not all, nor is it the worst feature of this shockingly bad business. The state, that contractors may realize this advantage over honest workingmen, builds the (factory) prison, puts in all the machinery, for which it charges nothing, keeps everything in repair and running order, and clothes, feeds and shelters the convicts, and this it does, that crime may be self-sustaining and pay the state a small sum of about $8,000 a year.

Boiled down, the state takes from honest labor $182,775, that it might make the paltry sum of about $8,000, and this sum of about $8,000, and that, the sum of $182,775 the state permits to go into the pockets of rich contractors.

We have placed the wages of honest labor at less than $1.50 per day, but at that rate, working 300 days, a workingman would receive $450.00. Now, if you divide $182,775 by $450.00 if will be seen to represent 406 workingmen, and if we make each workingman the representative of a family of five, it shows that it takes the bread from the mouths of 2,030 persons, men, women and children, in the state of Indiana. Is that statesmanship? Is that philanthropy? Is it economy?

The report under review says that the receipts on account of labor, during the year ending October 31, 1886, amounted to $104,695.78. We have shown, if the convicts worked 300 days during the year, at the prices named, the receipts would have been $114,885, and the difference of $10,280 is, we suppose, to be charged to sickness of the prisoners.

The total taxable property of the State of Indiana, for the year 1886, was $792,953,762. The total cost of keeping the prisoners, as shown by the report, was $96,712. Now, less than 1¼ cents on the $100 tax would, according to the report, support the convicts in the Northern Prison of Indiana for the year ending October 31, 1886.

But it must be understood there are two state prisons in Indiana, a Northern and a Southern prison, and that, if the Southern prison expended as much to maintain its convicts as the Northern institution, then, in that case, the expenditures would be $193,424 annually, or less than 2½ cents on the $100 of the taxable property of the state. The estimate is that the population of Indiana is 2,225,000. Admitting the estimate to be approximately correct, the average taxables of each individual would be $360, or for a family of five persons, $1,800. It is held that to tax the people to support convicts in idleness is a preposterous

Digitized by Google

proposition. But it is seen that if it was done, it would cost each family, averaging five persons, less than 45 cents a year.

In the discussion of this feature of the prison labor problem, the questions are asked, what would you do with the convicts? Would you keep them in idleness? One broad, sweeping reply should be made to such inquiries. If convict labor impoverishes honest labor, if it drives honest workingmen into idleness, if it adds to the criminal classes by wrecking virtuous homes and dispersing families, then criminals should forever remain idle, since there can never be any money, revenue, compensation for such unmitigated evils. No state can afford to pursue a policy which has a tendency to impoverish, reduce to idleness, destitution and crime, any number of its citizens. The idea is revolting. Sympathy, care, consideration, is due first to those who seek to obey the laws and bring up their children to be honored and valued citizens. This done, criminals may be considered. What is the policy? It is to regard criminals first, and appeals are made to the mercenary and to the venal instincts of human nature, and the showing that crime is made to pay, at wages which would starve an honest man, is glorified as the culmination of prison discipline, but the poor, honest men who are driven to poverty and desperation by the policy are thrust aside as of no consequence. But it is urged, if convicts are not kept at work, they will get sick and die, and further, that it would be anti-Christian to pursue such a policy. But, what of honest men, if they are kept idle? May they not get sick and die? Of the two, which had better get sick and die? We say the convict. He is not only not a useful citizen, but a nuisance and a danger to society.

It is urged that the number of prisoners employed in the country is so small, when compared with the entire population, that honest workingmen need not fear competition.

The estimate is that there are in the state prisons of the country 40,000 convicts. Suppose these 40,000 convicts are employed at the price received by Indiana, 55.37 cents per day for 300 working days, their earnings would amount to $6,644,400. Forty thousand honest workingmen, at $1.50 per day, would earn $18,000,000. The difference in earnings, it will be seen, is $11,355,600. It will be conceded that men who obtain labor at 55 cents a day can forever distance in the market men who employ honest labor at $1.50 a day, and it must be admitted that states which hire out their convicts at such low prices, aim a deadly blow at honest labor—and the states which pursue such a policy commit a high crime against law-abiding workingmen, against the welfare of society, against virtue and integrity; in fact, against the state.

We concede that 40,000 convicts working at the Indiana price, 55.37 cents per day, earn $6,644,400 in a year, support themselves and pay a small revenue to the state. But we assert that they displace from employment 40,000 honest laboring men, who at $1.50 a day, could earn $18,000,000, whereby they could support their families and contribute to the dignity and welfare of the state. For a state to require its honest workingmen to compete with its convicts in wages, is a stupendous infamy, at war with every principle of justice, and if done that a state may make money by the operation, then no financial transaction of history, including that between Judas and the enemies of Christ, is more abhorrent. It is not surprising, under such circumstances, that crime increases. The state makes the increase inevitable. The workingmen of the United States should see to it that there is a radical change in this prison labor business.

THE Russian Government must be consulted when railroad tariffs are established. The Czar is the Jay Gould of Russia.

Digitized by Google

LABOR LEGISLATION.

During the month of January the legislatures of twenty-one states were in session, and we surmise that in each of these law making bodies bills were presented and acted upon more or less directly affecting labor. The supposition is probable, because, in all of the states, without an exception, there have been what is called, in common parlance, "labor troubles."

It is quite out of the question to catalogue these labor troubles or to assign the real cause for each one of them. Legislators know that they exist, and that it is their duty to ascertain the cause, find a remedy and apply it.

Preliminary to the discussion, we will state that it is the boast of this country that its free school system emancipates men from the thraldom of ignorance and the degradation which ignorance entails. It is accepted as a self-evident truth, that education, intelligence, is the eternal foe of servitude, enslavement, hence, in this God favored land, a school house is freedom's citadel, and the spelling book, the reader, the arithmetic, the pen, ink and paper, put into the hands of American youth are the weapons which are designed to beat down all opposition to the triumphant emancipation of American workingmen. The process is going steadily forward, and he who does not see it is as blind as a bat, and he who does not hear the harbinger notes of the new dispensation is as deaf as an oyster. And this fact, which glows and burns like a star of the first magnitude in the firmament of our political system, like Bethlehem's star, foretells the coming of a time, now near at hand, when the ballot in the hands of workingmen, redeemed from ignorance by the genius of universal education, shall inaugurate an era of equality before the law, in fact as well as in theory. This done, gilded villainy, "robed in purple and fine linen," will be sent "over the road," in a line as direct to the prison as he of less cash, less hypocrisy, and a lower (?) position in the social scale.

But, to our subject. What is labor demanding at the hands of legislators? If one measure is proposed not in the interest of society at large, some organ or advocate of monopoly ought to point it out.

It has passed into a maxim worthy of high commendation, that ours is "a government of the people, by the people and for the people." It is not, at least it was never intended to be, a government of capital, by capital and for capital. It was never designed that this government should be of monopoly, by monopoly and for monopoly. If for the people, the government should protect the weak against the strong, the poor against the rich, the employe against the employer. The working people, the wage earners, the bread winners, the wealth creators, are in the majority. These people, the most vitally concerned in good government, simply demand at the hands of legislators, justice. Take, for instance, the proposition recently up for debate in the legislature of Indiana. In that state it has been the practice of employers, in numerous instances, to pay their men in scrip receivable for goods at the employer's store, but when this scrip was offered, the employe found that he was charged 10, 15 or 25 per cent. more than was charged others who paid cash.

Since the day when Jehovah, amidst the thunders of Sinai, said "Thou shalt not steal," was there ever a proposition submitted to legislators bearing more distinctly the impress of justice? To charge more when the employe offered the scrip, than when cash was offered, would be iron-clad, conscienceless scoundrelism, and the difference between the scrip and the cash, would be nothing less than robbery, taking the advantage of conditions to perpetrate piracy—not capital antagonizing labor, but a venal, heartless capitalist, or employer, taking advantage of poverty, of necessity, of conditions, to increase the inconveniences, the embarrassments which environ labor, to degrade labor and humiliate the workingmen. It is such gold-plated knaves, such mercenary miscreants, such sleek, plausible scoundrels who have, in a

Digitized by Google

thousand ways, brought about labor troubles in every section of the land, and hitherto they have had legislatures and courts at their command, to do their bidding, and even yet, there are men in legislative halls who boastingly and impudently oppose measures designed to make employers take their claws from the throats of workingmen and their vulture beaks from out of their hearts, and in the pursuit of their damnable designs, have the effrontery to claim they are serving the best interests of the state. No more pitiable exhibition of the wreck of integrity, of mental debasement, of corruption and rottenness was ever made, or ever will be made in legislative halls.

In the name of all that is of good report, what is the chief, the highest, the most imperative demand of society? Is it not that justice shall be enthroned? Is it not that truth shall be exalted, and a lie stamped into its native hell? Is it not that virtue shall be extolled and vice overthown? We have said that in January, 1887, twenty-one legislatures were in session; congress was also in session, all at a cost of not less than $1,000,000 a day. Why this vast expenditure, to be paid out of the earnings of labor, if labor is to be thrust aside when it demands exemption from wrongs as flagrant as ever cursed the world, since Egyptian slaves built the pyramids? And what in God's name is labor demanding? Protection in the mines, protection on the rail, and when labor has earned its dollar, that no man, nor combination of men, under cover of law, precedent, custom or any subterfuge whatever, shall cheat him out of a fraction of a mill.

Look abroad, survey the field, note the toilers, the dinner bucket brigade, in mine, factory, mill, shop, carrying forward all the great industries of this wonderfully active, progressive age. They are earning the revenues of the state and of the republic; only work produces revenues, only work produces wealth. Work builds, repairs, sustains, and yet, there are blatherskites, the paid attorneys of monopolies, the beneficiaries of pools and lobbies, who assert that were it not for the capitalist, labor would starve. The fact is, that were it not for work, the advancing armies on all the highways of progress would stand still. No anvil would ring, no forge would blaze, no shuttle would fly, no wheel would revolve, no plow would turn a furrow, from valley to mountain top no locomotive whistle would be heard. Such self-evident truths the wage men of America are comprehending in all their lifting, humanizing power, and when they ask of legislators that simple justice be done them, it will be the part of wisdom to heed the demand. If labor is honestly paid, if it receives an equitable share of the wealth it creates, if it is honestly dealt with by legislatures, laws and courts, society, as its high reward, will receive a baptism of peace and prosperity. Then labor troubles will cease, the strike, the lockout, the boycott will disappear, and the senseless gabble about the conflict between capital and labor will cease. The occupation of the spotter, more infamous than that of hangman, will be gone, and that unspeakable atrocity, the "black list," the weapon of the assassin, will live only in history, a relic of civilized savagery, worse, if possible, than thumb-screw, wheel or fagot.

We congratulate and felicitate the wage men of America upon the advanced position of their cause, which is the cause of good government, at once a revolution and a revelation. Federation will win. Education is doing its work. Intelligence, a comprehension of the situation, is bringing about the unification of the wage men of America, and the great republic is to be in a nobler sense than ever, since the declaration of independence was read, the land of the free. The aristocracy of cod fish, coal oil, bank, bucket shop and corporation, are to find that laws and prisons are made for them as well as for those whose skill and muscle have redeemed the continent from a wilderness, planted Edens of beauty and fruitfulness from ocean to ocean,

Digitized by Google

and from the land of the orange and cotton to the land of apples and corn, who have built the cities, laid the iron rail, bridged the rivers, tunneled the mountains, plowed and sowed and reaped, until all may sing with the spirit and the understanding in loftier and more animating strains than ever made free men rejoice or tyrants tremble

Workingmen united, workingmen are free,
With ballot in their hands, they will issue their decree.
And he who refuses aid, Justice to enthrone,
Invites for this Republic the decline and fall of Rome.

CODFISH AND WAR.

It is well said that of all the fish that swim and swarm in the seas of the world, the codfish stands first in the list of food and commercial importance. It is not surprising, therefore, that we have in the country what is called a codfish aristocracy, a somewhat *scaly* distinction, but which in certain sea coast towns assumes special distinction, and which has been more or less formidable and influential in times past.

The codfish has been a fish of commerce for more than four centuries, and though multiplied millions of them have been caught, the supply does not apparently diminish, owing to the astounding fecundity of the fish, one fish being able, if not interfered with, to produce 75,000,000 little cods, which in a short time will develop to from ten to fifty pounders.

It is stated that the United States has a fleet of two thousand vessels, aggregating 100,000 tons, and employing 10,000 men, engaged in the business of catching codfish. This business produces not less than 600,000 cwt. of fish annually, which, together with the product of cod liver oil, is valued at $3,000,000.

So much is said preliminary to the statement that in Congress the codfish question has been up for debate recently, and has assumed a warlike aspect.

In this connection it should be understood that from the first, that is, from the earliest colonial history, or more properly speaking, from the time that England wrested Canada from the French, the New England fishermen enjoyed equal privileges with the inhabitants of Canada to fish for cod in all the Canadian waters, and that when the Colonies gained their independence of England this right to fish in Canadian waters was not then, nor has it ever been, surrendered. On the contrary, the right has always been asserted by the United States, and conceded by the British Government.

The treaty made at the close of the revolutionary war provided in its third article that the people of the United States "shall continue to enjoy unmolested the right to take fish of every kind on the Grand Bank, and on all the other banks of Newfoundland; also in the Gulf of Saint Lawrence, and at all other places in the sea where the inhabitants of both countries used at any time heretofore to fish. And also that the inhabitants of the United States shall have liberty to take fish of every kind on such part of the coast of Newfoundland as British fishermen shall use, but not to dry or cure the same on that island, and also on the coasts, bays and creeks of all other of His Britannic Majesty's dominions in America; and that the American fisherman shall have liberty to dry and cure fish in any of the unsettled bays, harbors and creeks of Nova Scotia, Magdalen Islands and Labrador, so long as the same shall remain unsettled; but as soon as the same, or either of them, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of the ground."

There were treaties between the two governments made in 1794 and 1815, but the treaty now in controversy is that of 1818, in which it is agreed between the high contracting parties, "that the inhabitants of the said United States shall have forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of

Digitized by Google

every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands; on the western and northern coast of Newfoundland from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbors, and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company. And that the American fishermen shall also have liberty forever to dry and cure fish in any of the unsettled bays, harbors and creeks of the southern part of the coast of Newfoundland, above described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground. And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbors of His Britannic Majesty's dominions in America not included in the above-mentioned limits: *Provided, however*, That the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter and repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them."

Now it is claimed that the Canadian authorities have violated the spirit and letter of the contract. That they have seized American vessels without cause or any other sort of justification, have hauled down the American flag, and done many other things highly exasperating. One case is specially referred to, in which an American skipper, a fisherman on his way home from a fishing voyage, saved a crew of seventeen men of a Canadian vessel, and took them into port in safety. This case is referred to in the debates in the U. S. Senate by Mr. Frye, of Maine, as follows:

> Now, I say, Mr. President, that you may search the annals or all history, you may even go to that of the Fiji Islands, and you can not find a case that for brutality and inhumanity exceeds that. An American vessel saved a Canadian crew, seventeen of them, from death, took them on board, the master of the vessel thereby breaking up his fishing voyage entirely, fed them until his food was exhausted, carried them into the Canadian port, found there no mercy or hospitality for their own suffering. This shipwrecked fellow-citizen gave them $60 out of his own pocket to convey them to their homes, and then asked leave to buy a half-barrel of flour that he might feed his own men on the voyage home, and collector after collector denied him the right to do so, threatened seizure if he did purchase bread, and these men who saved the lives of seventeen Canadians went one whole day without food, because forsooth they had simply been God's messengers to wrecked and suffering men. This took place in the nineteenth century, in a civilized and Christian country! The Canadian people are not responsible for it, but the government officials are.

Such cases are brought forward to urge the passage of a measure empowering the President, if he sees proper, to close American ports to all Canadian vessels. It is an embargo, a non-intercourse measure, and it is believed will settle all difficulties without a resort to arms.

If it should be asked, why publish this class of articles in the *Firemen's Magazine?* we answer: First—The men most seriously injured are working men, men who go down to the sea in frail vessels, and who earn a livelihood amidst perils as numerous as those which confront Locomotive Firemen. Second—If war comes, working men will be required to go to the front and settle the question by force. We therefore think that working men should be able to find in their organs an explanation of a question which has in it the possibility of war, and which some men

Digitized by Google

are assiduously at work to precipitate. We believe, by prudent counsels and prudent acts, war may be averted. We believe that wage men have a deeper interest in such questions than any other class of society—hence this article.

OPPOSITES.

Mr. Ralph Waldo Emerson once wrote what has since been called a "prose masterpiece," entitled "Compensation," in which, among many other things that embellish his essay, he holds that in nature everything has its opposite, as, for instance, heat and cold, male and female, ebb and flow of waters, day and night. Every sweet has its sour; every evil its good. For every grain of wit there is a grain of folly. For everything you have missed, you have gained something else, and for everything you gained you lost something. The writer proceeds in this line, and impresses the reader with the idea that this odd and even arrangement is fixed and immutable, and it requires an effort of the mind to disengage it from the thrall of conviction. Opposites there are, but the question is, are they required, are they inevitable? Must there of necessity be a lie for every truth? a vice for every virtue? a bad man for every good man? and, to explode the whole theory, must there be ten thousand poor men for every rich man? The theory upon which a very large class of men are now operating is, to re-adjust such things as have confessedly gone wrong in the past. If there can be no good without attending evil, then the demand is to increase the good to the maximum and reduce the evil to the minimum.

Now, the opposite of riches is poverty, and the trouble is not that the rich are rich, but too rich; the few, by methods which have only to be mentioned to excite universal rebuke, have not only made the poor poorer, but have, to an extent hideously monstrous, increased their number. There is a theory abroad in the world that poverty is a removable evil, that it is not a condition willed by the Creator, but that it has been brought about by causes which, though of long duration and deep-seated, may be eradicated, not immediately, but eventually. It is not required that for every elevation there shall be a corresponding depression. On the contrary, nature would not revolt if the dry land were a table land, a plane. It is not to be supposed that heaven would be displeased if every man in the universe were possessed of so much land, of so much of the treasure of the land, whether mineral or vegetable, as would suffice to make him comfortable and happy, nor is it to be surmised that the Infinite Ruler would object if poverty should disappear from among men. Admit that injustice is the opposite of justice, that sin is the opposite of righteousness, it does not follow that these opposites are fixed fast in fate, that they exist by virtue of irrevocable decrees. To assert that such is the case is simple madness, and totally destructive of hope, of ambition, and of faith in God. Admitting that the Master said, "For the poor ye have always with you," but he also said, "Woe unto you, scribes and Pharisees, hypocrites! for ye devour widows' houses." Possibly Agur, the son of Iakeh, had about the right idea when he prayed, "Remove far from me vanity and lies; give me neither poverty nor riches; feed me with food convenient for me." Agur hit upon an idea eminently distinguished for common sense. He did not want to be rich and proud, nor destitute and miserable; he wanted simply his equitable share of needful things, and these obtained he would be neither rich nor poor—he would be independent. This is the modern idea. It is sensible, just, righteous. This is attainable. It is within the reach of human endeavor. There is nothing Utopian, visionary, about it. The task may be herculean, but when the great majority bend all their energies to its accomplishment, success will crown their efforts. There is land enough for all if each is to have so much and no more than he can till. There is food enough for all, if it is righteously distributed,

Digitized by Google

and there is work enough for all, if each is permitted to share in the time required to perform it. Does some one contend that such propositions are hallucinations, because the time will never arrive when there will be no rich men and no poor men? The position is indicative of a misapprehension, since the time may come when all may be rich, in the sense we use the term "rich"—that is, as Agur would put it, neither rich nor poor, but having enough, in which case, rationally understood, opposites would disappear. Some might have more than others, but since all would have enough no cause of complaint would exist.

If there are those who, to make a case, would fly to the extreme, and discuss misfortunes, the infirm, the lame, the halt and the blind, we protest that such a course is a tacit admission for all for which we contend, and we dismiss the controversy. We contend that it is within reach of human endeavor to establish justice. This done, the most difficult feature of the problem is solved. We adhere to the oft-repeated declaration, that the great mass of the people are honest, but have been over-reached, and made poor by conditions largely artificial, and that these conditions can be changed. Unjust laws can be repealed, and just laws can be enacted. The misfortune of ignorance, the opposite of intelligence, or education, can be removed, that all men can be taught their rights and the proper methods by which to enforce and maintain them, and this intelligence, this education, will regenerate the whole man, intellectually, morally and physically. This done, the man becomes a new being. In his case he has advanced from the mere animal into an intellectual existence. He has overcome the opposites of vice and ignorance. Being able to comprehend justice, he beats down its opposite, injustice. Knowing when a law operates to the detriment of the human family, and what laws will best subserve the welfare of the state, he enthrones the good, and with iconoclastic sway compels its opposite, the bad, to disappear. The opposite of employment is idleness. The fruit of employment is virtue, that of idleness, vice. The question of the times is, Can all have employment? The solution of the problem is found in reducing the hours of labor. Now, suppose there are 5,000,000 working men in the country, and 1,000,000 are idle, the question arises, how can the 1,000,000 idle men obtain employment? We say by reducing the hours of work. We will suppose that the 4,000,000 work ten hours a day, that is, 40,000,000 hours a day. Reduce the hours to eight hours a day, and 5,000,000 men working eight hours a day is 40,000,000 hours. Tabulated thus:

4,000,000 men, 10 hours a day, equals 40,000,000 hours.
5,000,000 men, 8 hours a day, equals 40,000,000 hours.

In this we see the solution of the problem, and if the opposite of employment is idleness, we thereby destroy idleness, the opposite of employment, and if idleness is promotive of vice, the opposite of virtue, in so far as idleness is concerned we destroy vice, which is the opposite of virtue. In this matter society, communities, the state and the nation, are vitally concerned, and no more important question is now up for debate. Certain propositions are in the line of common sense and justice, the good of society and the welfare of the state. To devise means for the employment of idle men requires the best thoughts of the wisest statesmen, and when all the resources of mind have been exhausted it will be found that to destroy the opposite of idleness the reduction of the hours of labor is the *ultima thule* of the prudent possibilities of the case. It will be found that the problem is solved without violence and injustice, and upon the basis of absolute equity.

EGYPT has a locomotive engine, constructed to use petroleum as fuel, the supply of mummies having been exhausted. The embalmed Egyptians of the olden time, as fuel, were equal to pine knots. But it were useless to speculate since "there is a divinity that shapes our ends" whether embalmed, buried or cremated.

Digitized by Google

LABOR.

A writer in a journal of wide circulation, writes of "labor" in a way which in many regards is wholesome; as for instance the following: "There is always hope in a man that actually and earnestly works. In idleness alone is there perpetual despair. Work is the law of our being—the living principle that carries men and nations onward. The greater number of men have to work with their hands, as a matter of necessity, in order to live; but all must work in one way or another, if they would enjoy life as it ought to be enjoyed." We unequivocally indorse the foregoing statements of the writer, but when he adds that labor "may be a burden or a chastisement" we think he upsets his premises, and taking the whole sentence, "Labor may be a burden and a chastisement, but it is also an honor and a glory," we think the climax of nonsense is reached. Work being "the law of our being," it is only a "burden and a chastisement," when some fundamental law, not of our being, but of right and justice, has been violated. As a matter of course, we do not include convict labor, which may be imposed as a punishment, and is intended to be "a burden and a chastisement." We are in full accord with the declaration that without labor "nothing can be accomplished. All that is great in man comes through work, and civilization is its product. It is idleness that is the curse of man—not labor. Idleness eats the heart out of men as of nations, and consumes them as rust does iron. Happiness, prosperity and safety in any attained position depend upon work, which, of some sort or other, may be pursued by every member of the race." Such ideas we have sought, from time to time, to place on record in these pages, and we have sought to show that the labor *capital* of the world, is the only *capital* that should the most seriously engage the attention of philanthropists and statesmen. But says the writer, "to do our duty in that station of life into which it has pleased God to call us, is the infinite thing to live for; which is full of blessed realities in the present, and prophetic of an ever-brightening future." To all such propositions, we enter our protest. We do not believe God assigns any one a station in life, or "calls" any one to a particular "station in life." The theory is preposterous, repulsive and degrading to God and man.

The dominating theory of government in the past, and one that still prevails in many countries is that certain persons have a "divine right," a God given right to rule, and out of this theory has sprung every other God-dishonoring and man-degrading theory in regard to "station of life." Kings and lords, autocrats and aristocrats, by inheritance or fortune, love to prate about "the stations in life it has pleased God to call us." They survey the field, and note the station of ruler and the station of subject; the station of master, and the station of slave; the station of wealth, and the station of poverty, and complacently say, "Behold, what God has done." Accept the theory and civilization goes back to the Hindoo idea of Caste.

Our idea is, in so far as God is concerned, that He creates all men equal. It is the shibboleth declaration that is to redeem mankind from the thraldom of degradation, if man is ever redeemed, that is to lift him to the glory crowned highlands of independence, if he ever reaches the elevation.

The world has had enough and more than enough of the drivel about God assigning men their stations in life. At the mere mention of such an iron-clad law, ambition and self-respect, manhood and independence revolt and intuitively men know it to be a monstrous perversion of every principle of human action.

The power which the strong have exercised over the weak, the injustice of governments, the venality of the rich, all combined, have filled the world with lamentations, until the fact is universally admitted, that

> "Man's inhumanity to man,
> Makes countless millions mourn."

And yet, those who have been guilty

Digitized by Google

of the wrongs, have sought to reconcile the nations to the theory, that it is God who calls them to stations in life, too often, stations of misery.

The mission of work is not only to obtain bread and meat, clothing and shelter, but to secure for the mind, wider fields for enjoyment, intellectual, as well as material luxuries. Work may be the law of our being, but to rise by virtue of work, into other and better conditions is also a law of our being, and the present is an age, we are glad to believe, when the laws of our being are to have full sway. Labor is not degrading, it never was degrading. The law of work is to work up, not down, it is to enlighten, not to darken. It develops the good, not the bad in human nature, and when human laws, which obstruct the way, are annulled, as they will be, man, who according to the late revision of the Bible "was made but little lower than God," will ascend to his rightful position, and hold the fort against the devil, or what is worse, the aristocratic enemies of man's advancement.

LOCOMOTIVE ENGINEERS AND LOCOMOTIVE FIREMEN.

Under the foregoing caption, the *New York Sun*, of recent date, publishes a column article, in which very just estimates are made of the two great Brotherhoods, Locomotive Engineers, and Locomotive Firemen. The article in the *Sun*, seems to have been called forth because of the "recent strikes in and about New York," more particularly on account of the "mandatory prerogatives" of the leaders of the "Knights of Labor," The *Sun* says, "The patient obedience of thousands of Knights even to the point of extreme poverty and great suffering for themselves and their families, have called attention to the organizations of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen. So mighty have the two organizations become that it has been said that a general strike of the engineers and firemen, if prolonged for any reasonable period, would cause widespread bankruptcy among merchants, railroads, and hundreds of other corporations." But these Brotherhoods when possible resort to "arbitration and conciliatory measures," and exercise a "wholesome appreciation of the rights of capital and corporations." At present, says the *Sun*, there are about 30,000 engineers employed on all the railroads of the country and about that number of firemen. They run over the 138,000 miles of railroads in the country. The share capital of the railroads is $4,000,000,000, the earnings are $800,000,000 annually, and the amount of interest paid each year on the capital stock of the companies is in the neighborhood of $195,000,000. Between 21,000 and 22,000 of the engineers are members of the Brotherhood, and nearly that number of firemen are members of the Firemen's Brotherhood. There are now 329 sub-divisions or assemblies of the engineers and 340 sub-divisions of the firemen." It is stated that two-thirds of the engineers and firemen are members of the Brotherhoods, and the *Sun* is informed, that at the present rate of growth, a year or two more, will give them as large a membership as will be desirable. "Said an engineer. "Many firemen become engineers," "In fact, nine out of ten of the Brotherhood of Engineers were firemen. The engineers are like senior members of a firm of merchants. There has never been an instance where the engineers have been in trouble that the firemen have taken their places." Taking this estimate of an engineer, and assuming that the Brotherhood of Engineers, now number 20,000, as the *Sun* states it, 18,000 of the number have been Firemen, and assuming that the Brotherhood of Locomotive Firemen is a training school for engineers, we do not see how a higher compliment could have been paid the Brotherhood of Locomotive Firemen. Each of the two Brotherhoods have what is called an insurance department, and each, with

Digitized by Google

a widely circulated periodical, is working for the promotion of the education, the moral, intellectual and physical well-being of its membership. That the Brotherhoods of Engineers and Firemen are exerting a powerful influence for good upon the working men of the country, will be admitted by all who are familiar with their principles and policy, and the *Sun* engages in a good work, when it devotes its space for the purpose of extending information in regard to their operations.

PETER LAYNG.

To extend the circulation of the *Locomotive Firemen's Magazine*, has been much more than the personal ambition of the Editor. We have an abiding faith in the elevating influence of publications, which are in sympathy with the spirit of the age, and seek to keep abreast with the advanced column of the army of progress. What success has attended our efforts, we may take some other occasion to state, our purpose at this writing, being to pay deserved tribute to Bro. Peter Layng, of Re-Echo Lodge, No. 195, Shoshone, Idaho, who by dint of indomitable energy won the $500.00 cash prize, offered for the largest number of paid subscribers for the year 1886. Bro. Layng secured for the *Magazine* 293 *paid* subscribers, and be it remembered, this was done, in a small town in the far west, where population is sparse, and where, to secure a subscriber, entails vastly more work than in larger centers of population. In this connection, it is worth while saying, that the list of subscribers sent by Bro. Layng, represented *six* subscribers for each member of his Lodge, and we may add, if all the agents of the *Magazine*, were equally successful, we should have a *paid* list of more than 100,000 subscribers. We do not overlook the fact, that the prize we offered was captivating, but the fact in no wise detracts from the devotion and energy displayed by Bro. Layng, which we esteem worthy of the highest commendation.

In this connection it is proper and just to say, that Bro. Layng had in close pursuit, Bro. F. C. Donigan, who was agent of "Just in Time Lodge," No. 149, and who secured 320 subscribers for the *Magazine*, 27 more than Bro. Layng, but, the prize was based on the largest number of "paid subscribers," and hence, when the time arrived for the award to be made, "Re-Echo" was "Just in Time" to take the prize. Bro. Donigan is now Master of 149, a position which he fills with dignity, and as a reward of merit, for he is justly esteemed as one of the purest men in the Brotherhood.

We need not ask pardon nor make apology for saying, that the *Firemen's Magazine* is worth vastly more than it costs, and that it numbers among its patrons, many who are not connected with our Order, and whose kind words of appreciation, though unpublished, are not the less valued.

In conclusion, may we not ask for "the good of the Order," that every Brotherhood fireman, take special pains to extend the circulation of the *Magazine*. As a Brotherhood publication it has no superior, and it will be our duty, as well as our pride and pleasure, to improve its pages, as its financial prosperity increases.

REFERRING to the inter-state commerce bill, recently passed by congress, the New York *Evening Post* remarks: "If four profound railroad lawyers, when nothing is at stake, construe the terms of the bill so as to arrive at diametrically opposed conclusions, what results may be expected when millions of dollars may depend upon the issue? Putting aside altogether its merits and demerits from an economic point of view, the measure might be properly vetoed as a protest against so barbarous a use of language. Should the bill become a law, we might even be subjected to the humiliation of witnessing the august supreme court tossing up a coin to decide which of two or three, or more obvious and logical constructions should be put upon the phraseology of certain mysterious

Digitized by Google

clauses. It is necessary that the railroad traffic of so vast a country should be regulated by wise statutes, but the very necessity makes it imperative that such statutes should not be capable of varying constructions." Yes, but it has been the purpose of the railroad lawyers in congress, for the past ten years, to make all laws touching the assumed prerogatives of railroad corporations practically inoperative by the use of ambiguous terms, and it is presumable that the inter-state commerce bill is not an exception. But the time is not remote when that class of legislators will be elected to stay at home by a large majority.

"THE Union" is the boast, north and south, but it should be remembered that but for the Union soldiers there would be no boast of the Union, and yet, President Cleveland is always hesitating when pensions are demanded for Union soldiers. He seems io think that to pay pensions will bankrupt the Country. A poor soldier receiving $8.00 a month pension, or $96.00 a year, would have to live 520 years, to get as much out of the treasury, as is required to pay the President his salary one year.

THE railroads of the country are bound to us by 8,000,000 ties—a year —Ah that wood would last longer then would wood ties be stronger.

TO A MOCKING-BIRD.

No sound except the river's rush,
With twilight came the twilight's hush:

Day's farewell glances on the hill,
In smiles of sunlight lingered still;

And evening's herald came—a star
That trembling leaned across night's bar:

And sea-blown breezes softly met
Winds fragrant with the violet,

When the air began to float
The mocking-bird's first serious note,

So sweetly strange, so strangely sweet,
That sound and fragrance seemed to meet.

And both in one harmonious whole
Crept through the senses to the soul.

All day a jester, now alone
His music is his very own.

The motley coat is laid aside,
The echo from his song has died:

And now it seems a prayer for rest
That wells from some o'erladen breast.

Like pent up sorrow that, escaping, springs
From out a soul that suffers what its sings,
Upon the clear night air the music rings.

As one rememb'ring who would fain forget,
His song is half-way sad, yet,
Like happy words to mournful music set,
Mingles somewhat of joy with much regret.

It is not thine alone, O bird! to bear
Within one bosom laughter and despair,
Not thine alone throughout the day to wear
A jester's mask before the face of care;

But it is thine alone in matchless strain
To tell the night-time all thy hidden pain
And greet the morning with a jest again;
To voice our longings we do strive in vain.

Give thy art from our sad souls to free
Each prisoned sorrow in such harmony,
And sweeter, sadder songs could never be.

R. T. W. Duke, Jr., in Southern Bivouac.

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.—Continued.

In the preceding articles the advantages and properties of the different kinds of levers have been pretty fully treated, and we will now proceed to the consideration of the wheel and axle, or pulley.

The most common use of the wheel and axle is that in stores or warehouses, where by means of an endless rope, passing around the grooved periphery of a large wheel, a rope is wound upon an axle to which the large wheel is attached. As the wheel is larger than the axle, so the power applied to the wheel will lift a proportionately larger weight by the rope on the axle; in fact the same law that governs levers also comes in force here. Let us assume that we have a wheel 8 ft. in diameter or 4 ft. radius, and that the axle on which the hoisting rope winds is 1 ft. in diameter or 6 inches in radius. The power applied to the wheel will be to the weight as 8 ft. is to 1 ft., or 100 lbs. of power will raise 800 lbs. of weight, hence it is easy to see how readily heavy goods can be hoisted by this simple machine, yet it must be remembered that no power is gained even here; for in order to raise the 800 lbs. weight 1 ft., the 100 lbs. of power would have to move 8 ft. in the opposite direction, equalizing the number of foot pounds in each case. (The term foot pounds is used to designate any amount of force exerted, and is found by multiplying the weight or power, by the number of feet it is raised or lowered.)

Next, let us consider the regular pulley, or block and fall. This consists of a stationary block, having a number of sheaves or wheels and a moving block with a corresponding number of sheaves, generally one less than this stationary block. The relation of power to weight in the block and fall in theory is the same as in the wheel and axle or lever, but in practice much power is lost by friction of the sheaves in the block, and also of the rope itself. A small pair of tackle blocks, having 2 sheaves in the upper or stationary block, and 1 sheave in the falling block, has in theory a power of as 1 to 3, because the lift is divided between the 3 ropes, (one passing down to the sheave in the falling block, one passing up from said sheave and the third passing down and tied to a loop or ring in falling block) while the power is applied by one rope. This rule holds good for larger tackle blocks, and therefore the power applied multiplied by the number of ropes or chains passing up and down between the blocks, will produce the weight said power would raise, less a large percentage for friction.

Now combine the wheel and axle with the tackle blocks, and add several more wheels and axles, fixed in suitable frames and mounted on a car, and we have the familiar wreck car, by means of which 2 or 4 men can raise 5 to 10 tons with apparent ease; but even here we notice that the power applied by the men through the medium of the cranks must move so much faster than the weight hoisted, that the product of the power applied, multiplied by the space traversed in the sweep of the crank, and the product of the weight, multiplied by the height it is raised, should be alike, and would be, were it not for the friction of the machinery, which absorbs a part of the power.

Take a wreck or derrick car with a crank shaft, an intermediate shaft, and the drum shaft. Say that the pinion on crank shaft revolves 8 times to the intermediate's 1, and that the intermediate revolves 5 times to the drum's 1, that the cranks are 3 times as long as the radius of the drum, that we have a double sheave at the top, a single sheave in the fall, and that each of the 4 men at the handles or cranks exerts a force of 50 lbs.; hence, we would have 4 men multipled by 50 lbs.=200 lbs.; 200 lbs. multiplied by 8 revolutions=1,600 lbs., multiplied by 5 revolutions =8,000 lbs., and this by 3, because handles are 3 times size of drum, and we have 24,000 on the drum. This, communicated to the blocks geared as 3 to 1, would, in theory, raise 72,000 lbs., but, in practice, only about one-half. If the weight is raised 1 ft., the drum would have to wind up 3 ft., the intermediate shaft revolve 15 and the crank shaft 120 times. As we have supposed the cranks to be 3 times as large as the radius of the drum, it will require a sweep of 360 ft. of the 200 lbs. force, and these two multiplied equal 72,000 foot-pounds. But as our study of mechanics, it is hoped, will not lead us into wrecks, and as there are no hoisting wheels or block and falls about a locomotive, except in a wreck, or when under repairs, we will leave this subject, only in passing paying a little attention to a proper arrangement of pulleys for the bell rope of a locomotive. It seems this is a simple matter, yet, in a large number of cases, the bell rope is strung about the cab with a very poor idea of the proper function of a pulley, or its adjustment to the work.

For instance, a bell rope enters the cab by a hole in the front end of cab near the roof; in many cabs there is no pulley near this hole, and as a consequence the bell rings hard, the rope wears itself out in sawing an unsightly hole in the cab. A deeply grooved pulley wheel ought to be placed so near the hole, and at such an elevation, as to carry the rope clear of the bottom of the hole. The fireman can then ring the bell easily, and the rope will not wear itself or the cab. If it is desired to carry the rope further, it can

Digitized by Google

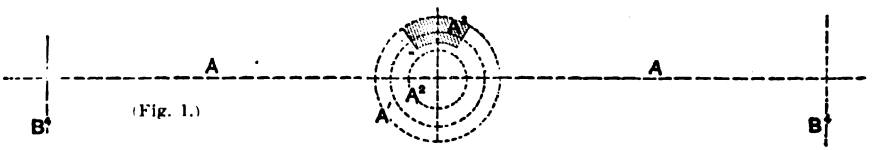
be done very readily by the use of two more pulleys, which should be swinging freely in hooks. The first should be hung against the back end of the cab near the roof, and in a straight line with the first hole mentioned. The second one is to be hung from a hook nearly above the engineer's seat. If these last two pulleys are allowed to turn freely, they will accommodate themselves to the direction of the pull and resistance, and there will be but little friction, and even that can be kept at a minimum by a few drops of oil applied to the little wheels. It, may seem a trifle, but it does make quite a difference between ringing a well equipped bell and one put up without thought and handled without care. The era of steam ringers, however, has commenced, and in the near future it may be that the ordinary bell rope and its pulleys may be dispensed with entirely, and made that much easier for our craft.

SPEED OF ROTATION

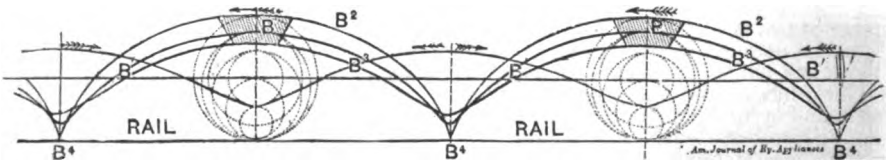
In Combination with Speed of Translation.

THE EARNING POWER OF RAILWAYS.

MR. EDITOR:—Figure 1 shows the speed of rotation only, that is, the *stationary engine.* B 1 is a straight line, and is parallel to the rail. This line is now the *centre line* of motion, and the rail becomes the *axis of motion*, instead of the cellar box, in Fig. 1, and the axle box now carries the weight carried in Fig. 1 by the cellar box. The axle now has its axis reversed, and is above the centre line of motion, being the upper half of the axle in contact with the axle box, and this upper half of the axle may be said to be somewhat in the nature of an axis of motion; but the true axis of motion is the rail, when the bottom of the driver is in contact with the same, and as before stated, it is, in that position, equally out of line above, as it is below the centre line of motion in the reverse of this proposition. From B 4 to B 4 on the rail, is one revolution of the driver. The fine dotted circular lines through which pass the vertical base line into and through the counterbalance, is one-half of one revolution, and the relative lines in circles from the axis in Fig. 1, to the *new* axis in Fig. 2, the rail. It will be seen that the arrows of the crank pin lines B 1, in one-half of a revolution, move to the left, while in the next half they move from the left to the right, while the top of the wheel, B 2, is always moving to the left, when running forward, and the reverse when running backwards.



(Fig. 1.)



(Fig. 2)

Figure 2 shows the lines formed by a combination of the speed of rotation with the speed of translation, that is, the locomotive, the earning motive power of railways.

In my former article, *Magazine* for March, 1887, I used an illustration, Fig. 1, confining the statement to the speed of rotation only. This is introduced again, that the difference of the same lines may be seen at a glance, when translation is added. This element, added to Fig. 1, as shown in Fig. 2, being the motive earning power of railways.

In Fig. 2, all the lines shown in Fig. 1 are shown, with the speed of translation added, B 2 corresponding with A 3, Fig. 1, A 2, the crank pin lines in Fig. 1 agree with B 3 in Fig. 2. B, the counter-balance in Fig. 2, agrees with A 3 in Fig. 1. The two lines below B 2 are, the lower line of the counterbalance, and the line through its center.

Assuming for convenience of calculation, in the following statement, and that the foregoing is correct, that the wheel Fig. 1, is a wheel 4 ft. in diameter, with 24 in. stroke; then lines A 1, A 2, and A 3, are moving at equal speed from all points of the circumference from the center of the axle of the cellar box. The axis of motion being the cellar box. In Fig. 2 the rail *is at rest.* Assuming that the speed at B 1, center line of motion, is 50 miles per hour, then line B 2, at its upper limit, the top, is moving at 100 miles per hour, the lower limit of the crank pin at 25 miles per hour, while at its upper limit, it is moving 75, and the bottom is standing still; i. e.. one half the wheel, in one-half its revolution, is moving downwards towards the rail, while the other half is moving upward, the first of these from 100 miles per hour to rest, and the other

Digitized by Google

side from the point of rest to a speed of 100 miles per hour, and in a driver of 5 ft. 8 in. in diameter, at the speed of a mile a minute, this action is repeated $5\frac{1}{10}$ times a second, that being the number of revolutions at that speed, and in that time.

Having in this, and my preceding article (March number) laid down the ground work, or principles which I desire to establish, I ask reference to illustrations in the *Magazine* for August, Illustration A, the geared wheel. If any of the Brotherhood have these wheels, and will make holes at the points indicated, as A, B, C, D, and F, and insert a pencil, moving the wheel on a rail, with paper backing, all the lines in Fig. 2, will be shown in one revolution. This brings me now to the point where I answer Vulcan's article—*Magazine*, December, 1886, page 717, an explanation of my proposition in the October number, Mechanical Department. Vulcan says, "I can see no difference in the working of an engine," etc., etc., and then, no doubt unintentionally contradicts himself, when he says, in the one case, "the engine ceases to be an *engine*, and becomes a *locomotive*, a machine capable of moving from place to place."

As two of the most eminent and practical locomotive authorities in this country have put themselves on record, in writing, under their own signatures, that "There is no difference in the action of a revolving wheel, whether it is rolling forward on the rail, or held still, and the rail drawn from under it, weight enough being still on the rail to make the wheel revolve," I will try and make it plain, as I understand it, and if I am right, will Vulcan acknowledge the corn? Again, I ask reference to illustrations, August *Magazine*, pages 406 and 407.

First—Let Vulcan take the geared wheel A, and insert a draughtsman's tack in the center hole E—then insert a pencil in holes A, B, C, D, making one revolution, and he will find all the lines in Fig. 1 on the paper backing; there you have the speed of rotation *only*, and a *stationary engine*.

Second—Make one revolution of the wheel, in contact with the rail, inserting the pencil as before, and you have all the heavy black lines in Fig. 2. Here you have the speed of translation, added to the speed of rotation; i. e., the *locomotive*, "*a machine capable of moving from place to place.*"

Third—Fasten the geared wheel with a tack as before, then place the *slotted movable rail* B underneath the wheel, with tacks in the slot, for guides, and inserting the pencil, as before, draw the rail under the wheel. The lines will be found the same as in Fig. 1, while the combination in Fig. 2 *rotation and translation*, have separated, the wheel having rotation *only*, while the rail has had the speed of translation added to it; therefore, a locomotive cannot earn a dollar, as a locomotive, unless it is in condition stated in the second of these propositions.

This, and the article preceding it, are the most technical of any I shall use in this connection. The next will come directly to the question of the hammer blow of the locomotive's drivers, with four illustrations, showing the positions and movements in a single revolution of the four driving wheels —how, when, and where the blows are struck.

For one year in the *Magazine*, I have tried to establish, by illustration, mechanical puzzles, and argument, correct mechanical principles for future locomotive practice, and, during the coming year, shall endeavor to show how to make correct application of the same, and these views I shall submit, "With malice towards none, with charity for all, with firmness in the right, as God (the great Master Mechanic of us all), gives (us) me to see the right."

William E. Lockwood.

PHILADELPHIA, February 16, 1887.

MR. EDITOR: The *Magazine* has come to hand, and we note what the different correspondents have to say in this department, and are pleased to see the lively interest taken in this part of our little book.

"Piston" answers "Crank," that a crank-pin only revolves once in the driver's one revolution. In this he fully corroborates my opinion, as already given in previous numbers. "Piston" also answers "Steam Gauge" that a shifting eccentric would not work successfully; I said it would not work at all. In regard to "Piston's" answer to "Throttle Gland" I cannot quite agree with him and would refer him to my previous article in answer to "Throttle Gland." In his answer to "East Line" he evidently views the matter from the side of the track, instead of standing on the track eight or ten feet away, as all of the other correspondents, myself included, understood "East Line" to say. From his standpoint "Piston" is correct, but I think he has placed himself in a wrong position, and one not intended by "East Line."

While on the subject of "East Line's" query, let us note what "Pilot-Bar" has to say on the matter in February number. After stating "East Line's query, and that S. and B. and myself agree in saying that the wheels would roll toward you, he begs leave to differ, and proceeds to give his reason for it. If we all agreed on a certain point without due investigation, we might all be led to believe in errors, but by searching after the truth, we cannot help getting nearer to it; hence I welcome "Pilot-Bar," and give him credit for dissenting from our opinions, when he thinks he has sufficient reasons to do so. He thinks that if power

Digitized by Google

enough were applied, the wheels would come toward you, but would have to slide, as they could not roll, because, as he thinks, the pin would have to move back or away from you in describing its circle. So far "Pilot-Bar" reasons well, but he has founded his reason on an assumption which is wrong, and hence his reason based on a wrong impression is at fault. In a previous article of mine in these columns, the path or travel of the pin in a moving locomotive, was fully considered, and it was there demonstrated that the pin on a moving locomotive does not describe a circle in relation to the ground or rail, but that it describes a series of reversed curves, part of them below the line of the wheel centres, but nearly two-thirds of the curve above that line. A pin on the bottom quarter, like the one in "East Line's" query, on moving from that point toward you by a pull on the rope, will come toward you, but at the same time will commence to describe an ascending curve, and will continue this movement till it reaches the top quarter, and from this point it will again descend till it reaches the bottom quarter. If we assume a four foot wheel, with a twenty-four inch stroke, we will find a curve twenty-four inches high from its lowest to its highest point, and these points will be a little over six-and-a-fourth feet apart. "Pilot-Bar" will, I hope, see that his reason for his belief was not good, and come over to the majority.

"Jim Crow" answers "Crank's" one revolution, and says to "Steam Gauge" that the eccentrics could not be slipped to close the port, but that the "blades" (eccentric rods, I suppose) could be lengthened to the close port, but at the same time it would keep the other port open all, or nearly all the time, and could not be run in that shape at all. In this I fully coincide, but did not write of it in my answer as I did not see that it could be worked successfully in any way.

"Jerk Water" asks: "Why is it that the back half of the stroke is longer than the front half?" We might use the Yankee's privilege, and answer the query by asking: Is it? But we will try to arrive at "Jerk Water's" meaning, which is not as clearly expressed as it should be to avoid misunderstanding. "Jerk Water" evidently says the back half of the stroke is the longest. Now it cannot mean that in a locomotive with twenty-four inches stroke, it is more than twelve inches from the centre to either end. Hence he must mean that it takes a longer time for the cross-head to travel from the centre to the back end of its stroke, than it does from the front to the centre, but this is also true in the return stroke, and hence I deem it right that he should alter his question to this form: Why is the last half of the stroke longer in point of time, and in distance traveled by a locomotive? In this shape we can get at it, and assuming that this is the sense in which "Jerk Water" put his question, we will try to answer. Owing to what is called the angularity of the main rod, the cross-head reaches and passes the centre of the stroke before the pin is either on its top or bottom quarter. In moving a locomotive ahead from its forward centre, the cross-head appears to move back on the guides. The pin describes an arc of a circle and by the time it reaches the bottom quarter, it is twelve inches out of line. The pin is exactly twelve inches back of its starting point, so far as the locomotive and its parts are concerned, but being twelve inches out of line, the rod stands at an angle, and has allowed the cross-head to travel past its centre just as far as the difference between the rod in line and twelve inches out to one side at one end would be. This varies with different length rods, but is about one inch with a seven foot one inch rod; therefore the cross-head is in the centre while the pin is still about one inch ahead of the bottom quarter, and for this reason, and the fact that during the last half of the stroke, the rod again comes into line and retards the cross-head just as much as it before allowed it to gain, it is that it takes a longer time, and that the locomotive will move along farther during the last half of the stroke.

Again, he asks why the cross-head travels faster in centre and slower at the ends of its stroke? The answer is that during the centre of the stroke, the cross-head and the pin travel in nearly parallel lines, while at each end the pin travels at nearly right angles to, and actually crosses the line of the cross-head travel. Take a twenty-four inch stroke locomotive, and put her with the right side pins half way between the forward centre and bottom quarter, on what may be called the forward bottom eighth. Mark the position of the cross-head, and then move the locomotive ahead one quarter revolution, stopping on the back bottom eighth. During this quarter revolution, the cross-head will have moved about sixteen and one-fourth inches. Continue the movement still ahead, and passing the back centre, stop half way between back centre and top quarter, or on the upper back eighth. The movement during this quarter, shown on the guide by the cross-head, will be three and seven-eighths inches to the end of its stroke, and three and seven-eighths inches on the return, or seven and three-fourths inches in all. Continue for another quarter revolution, while the pin passes up to and past the top quarter, stopping on the upper forward eighth, and you will find another sixteen and one-fourth inch movement, while on the next quarter revolution, to the point where we began, we will have another seven and three-fourths inch move-

Digitized by Google

ment of the cross-head. Thus, "Jerk Water" will see that, when you consider the revolution of the pin in a circle, part of the time nearly parallel to the travel of the cross-head, and part of the time at right angles to it and crossing it, it must produce irregularity in the motion of the cross-head, for the pin will not travel any faster or slower in any part of its revolution, and the cross-head will have to conform itself to the motion of the pin.

In reply to "Tender," would say that a locomotive in "close quarters," will do more to stop her train when she is holding back all she can without slipping, for we are all well aware of the fact, that when a locomotive is slipping badly in pulling, she has lost her power, and the same rule will apply in holding back.

Hoping I have made myself understood and that many more of our members will write on topics relating to our work. I am as ever. *Vulcan.*

Mechanical Paradoxes.

MR. EDITOR:—The Franklin Institute has recently had a lecture on the subject matter of the above title. Is not Mr. Lockwood's proposition one of these—December number, page 723, stated as follows: "The *top* of the driving wheel, when the same is in contact with the rail, moves twice as fast as the *bottom*, and that stands perfectly still."

This may be correct as a mechanical paradox, but how about it as a grammatical statement? How can a body which is at rest at one point, say, "0, or nothing," move twice as fast at another point while the first remains at rest, and this body a circle resting upon a rail? *Eccentric.*

LOCOMOTIVES now run into Jerusalem. The roar of the engines through the street that once echoed the Crusaders' tread is a historical antithesis. Not less striking is the contrast between the armorer's chamber, whence stepped forth, armed cap-a-pie, the knight of the fourteenth century, and the erecting shop whence issues the mailed giant of the nineteenth. Underneath the mediæval breast plate the might of muscle; underdeath the modern boiler plate the supremacy of mind; and both within a span of 500 years, that has at one end the Tower of London and at the other the Baldwin locomotive works. There is a strange, vivid analogy between these two, so vastly dissimilar. Each is the epitome of an age, and each age grotesquely at variance in methods and results, yet controlled by the same human motives of dominance and conquest. But what the Crusader conquered and could not keep, the locomotive holds in peaceful possession.—*American Journal of Railway Appliances.*

Quick Mechanical Work.

American Machinist.

When the steamship Alaska arrived in this port it was discovered that the piston was cracked; it was also evident that the return trip to Europe could not be made with the piston in this condition. The piston was 100 inches in diameter and 16 inches deep. On Tuesday evening, 18th of January, an order for a new piston was sent to the Delamater Iron Works of this city. At 7 o'clock of the same evening men from the Delamater Iron Works took measurements of the piston on board the ship. At 7 o'clock of the following morning the sweeps for the piston were sent to the foundry, and it was cast on Friday evening at 5 o'clock. During Saturday the casting was allowed to cool. On Sunday morning at 7 o'clock the piston was placed in the boring mill, and Monday evening at 6:30 o'clock it was turned, drilled, completely and successfully finished. At 7 o'clock of the same evening the piston was in the cylinder with all the nuts screwed down, and the job was finished. On the following morning, Tuesday, 25th of January, at 5 o'clock the ship started for Europe with a new piston weighing 13,000 pounds. Considering the size and weight of piston, and also remembering that no pattern for the same was on hand, it must be admitted that this piston was very quickly cast and finished. The energetic management of the Delamater Iron Works deserves great credit for showing our English cousins what American workmen can do; and we believe that this record cannot be beaten on the other side of the Atlantic.

THERE is in the office of Superintendent of Motive Power Smith, of the Boston & Maine, a parallel rod from a passenger engine, which for thirteen years from 1865 was run by Mr. Smith as engineer. The same rod was continued in service until 1885, when the locomotive was broken up. In these thirty years the rod worked through a mileage of 910,030 miles. At the end of this enormous service the metal of the rod appeared to be in perfect condition, and in order to determine whether the vibrations and strains incident to thirty years' of work had tended to produce crystalization, the rod was sent to the arsenal at Watertown to be tested. The tests showed a total tensile strength of 178,406 pounds, or 37,320 pounds per square inch—a result in which "crystalization" is conspicuously absent.—*Master Mechanic.*

THE Altoona shops of the Pennsylvania railroad company have been making a freight car every working hour for the past two months, so great has been the demand for equipment.—*American Journal of Railway Appliances.*

Digitized by Google

Locomotives Built in 1886.

National Car and Locomotive Builder.

The business of locomotive building rises and fall like a trade barometer influenced by the condition of railroad securities, but the curves of ascent to prosperity and of descent to depression appear to be steeper than the lines representing the fluctuations of any other important business. Throughout the year 1885, the demand for new locomotives was so small that several of the building firms had to quit the business, and others retained only workmen enough to keep their leading tools moving. When last year opened, the prospects of business had slightly improved, and the improvement advanced so rapidly that at the close ot the year most of the locomotive shops were running close to their full capacity, with orders ahead. Seven of the leading locomotive builders turned out 1,221 new engines during the year, the same firms having constructed 800 locomotives the previous year, which shows a gratifying increase of business, especially when it is considered that the greater portion of the additional work was done during the last six months of the year.

There are fifteen establishments in the United States and one in Canada engaged in locomotive building as a business. A few of the companies, mostly the smaller shops, declined to reveal their output for the past year, but by private inquiries we found how many engines they had built, and our estimate is that the total number of locomotives built in contract shops was 1,527. From the data sent us by master mechanics in reply to letters of inquiry, and from information obtained in various ways that are quite reliable, we calculate that 275 new locomotives were built in railroad shops, making a grand total of 1,802 engines constructed in the United States and Canada during the past year. The prices have ruled low, but the tendency has been toward very heavy machines, so that the amount of capital invested in the new locomotives cannot be less than $15,000,000. As the greater portion of money paid for locomotives went in payment of labor, skilled and unskilled, principally the former, it may be readily seen how much influence the condition of the locomotive building trade exercises upon the prosperity of manufacturing centers.

The production of locomotives in 1886 was large compared to that of the previous year, but it was not equal to the natural increase of railroad rolling stock. The *Railway Age* reports records of more than 7,000 miles of new railroad built during the year, which would call for 700 locomotives, nearly the half of the whole number built. The railroads in the United States use at present 27,999 locomotives and those in Canada 1,376 locomotives to do the work of transportation. The economical life of a locomotive is not much beyond 25 years. There are now so many locomotives in service that are more than 25 years old, that nearly 1,000 of them ought to be broken up annually to keep the remaining stock within the age that the engines could be run without ruinous expenditure for repairs. When the requirements of transportation make new locomotives in active demand, there are few worn out engines that find their way to tne scrap heap. It looks as if none of the locomotives built last year were used to fill the blanks due to age and wear, the increased need due to extended mileage and the growth of carrying business having absorbed the whole output.

The locomotives built during the past year exhibit in a marked degree the conservative tendencies of our locomotive designers and master mechanics. There are signs of progress, but they are mostly in well trodden paths. There has been a gratifying tendency toward a more liberal heating surface of boiler in proportion to the cubical capacity of cylinders. All first-class roads continue to hold strictly to interchangeability of parts, and nearly all the leading builders have abandoned the fit-and-try process of putting locomotive parts together. If the management of our minor roads would consult the future prosperity of their property by requiring that the locomotives they order should be made up of strictly interchangeable parts, they would soon push the builders who cling to ancient methods entirely out of the trade.

The percentage of all steel boilers is increasing, and there is a tendency towards still higher steam pressure. Mr. J. N. Lauder, Old Colony Railroad, is carrying 175 pounds per square inch on the boilers of a new class of passenger engine that he has got in service. Mr. G. W. Stevens, Lake Shore & Michigan Southern, is carrying 180 pounds on his fast passenger engines, and several other master mechanics are following quietly in the same line.

The struggle, never altogether abandoned, to obtain more work out of the steam by expansion than the link motion admits of, has been continued by a few master mechanics. Mr. William Wilson, Chicago, Alton & St. Louis, has applied a motion operating double valves to some of his engines with very encouraging results. Mr. Alexander Mitchell, Lehigh Valley, has built a locomotive after the Strong patents which embody a motion operating separate admission and release valves. and Mr. A. J. Stevens, Central Pacific Railroad, continues his experiments with a special motion operating a valve at each end of the cylinder.

The oddities in locomotive construction during the year have been a heavy freight engine built by Mr. Alexander Mitchell,

Digitized by Google

with two large corrugated flues for furnaces, something like the Fox furnaces so much used in marine boilers. Some motors were built by the Baldwin locomotive works, to use soda as a means of storing the heat required to generate steam for each trip. The same firm built two Decapod locomotives with five pairs of driving wheels coupled and a leading two-wheeled truck.

Six or seven years ago locomotives with more than eight wheels coupled were looked upon with hatred by most railroad men, although a few far seeing leaders advocated the use for freight service of heavier engines resting on three or more pairs of drivers. The progress in this direction is now so decided that the locomotive builders put up last year about as many engines with three pairs of drivers and over as there were eight-wheel engines built. The continuous brakes already in use on so many freight trains is already creating a demand for larger wheels for the mogul and consolidation engines in use, the small wheels not being equal to the speed requirements.

While there are no striking marks of progress to record, there are no acts of retrogression or departure from engineering common sense. No improvement promises to reduce the cost of operating fifty per cent., but on the other hand no one is insisting that restricting the free admission of steam to the cylinders will promote economy, and no one is trying to increase the efficiency of the locomotive by transmitting the power through friction wheels.

The "Fast Engine."

Master Mechanic.

The demand for the "fast engine" still continues. Passengers on our trunk lines are demanding faster transportation, and the demand seems to be reasonable as far as the possibilities of the case go. In regard to expense, there is but little difference between the cost of transporting a passenger one mile with the fastest trains and the cost on the slower and more common ones. On the fast trains are put the best locomotives, cars and trainmen, thus reducing the cost of working and fuel to a minimum. The desired average speed across the country is about sixty miles per hour, schedule time. This would probably satisfy the larger portion of the traveling public. Locomotives, to do this up hill and down, can be built without experiment. The difficulty does not seem to lie with the possibility of obtaining the necessary power to haul the cars, but with the roadway, bridges and rolling stock generally. The officers of the different roads have not sufficient confidence in the equipment to allow such increase of speed, and the engine and trainmen do not always feel kindly towards such an increase with an equipment intended for a much slower speed. Bridge engineers do not know just how much the bridges under their care will stand, and as there is no means at present for determining the stress produced by the passing of heavy fast trains, the difficulty in deciding whether the bridges and other structures are safe under the contemplated loads, reduces the confidence of the officers and thus puts a barrier in the way of the movement. All down the line of employes, after the managers have shown a desire to run at speed to suit the public, there is such a want of confidence in the vehicles and roadbed that the full power of the modern locomotive is seldom used. If we could look into the future a little way only, we should see straighter or straight roads and ponderous bridges, over which were passing trains at speeds far beyond our present desires, with locomotives not radically different from those now in use.

THE narrow gauge, for which so great a future was predicted by its advocates a few years ago, is gradually disappearing in this country. During the past month the St. Louis, Arkansas & Texas Company changed its Texas Division from three feet to standard, thus completing its abandonment of the narrow gauge, its lines in Missouri and Arkansas having been changed some months ago. Two lines of considerable mileage remain east of the Mississippi, the Cleveland & Canton, in Ohio, and the Toledo, St. Louis & Kansas City; both of these are to be changed to standard as soon as the money needed can be raised.

By the close of the present year the Denver & Rio Grande will be, in all probability, the only railroad of any importance still adhering to the three feet gauge, and this company is not likely to make any change for several years to come, as its location and circumstances are so peculiar that it would not be justified in spending money at present for this purpose.

That a railroad of standard guage is not only possible but also preferable in a difficult mountain country, is in process of demonstration by the Colorado Midland Company, which is now building a standard-gauge line from Leadville to Aspen, in Colorado. This line will come into direct competition with the narrow gauge of the Denver & Rio Grande, and will parallel one of its most important branches.—*Railroad and Engineering Journal.*

THE *Railway Age* tabulates the railway mileage of forty-seven states and territories on January 1, 1887, and finds the total to be 137,500. Illinois stands at the head with 9,579 miles, and Rhode Island at the bottom with 210 miles. Iowa stands second with 7,907 miles, Pennsylvania third with 7,817, and New York fourth with 7,466 miles.

Digitized by Google

Late Railway Statistics.

The total mileage of the world is 290,000 miles.

The total tonnage moved in the United States was 400,453,439.

The "Limited," from New York to Chicago, for twenty-five hours average 36½ miles.

One train on the Canada & Pacific, from Cotaneau to Ottawa, averages 50 miles for a short run of 78 miles.

The fast train from Boston to Providence makes the run of 44 miles without stop in one hour

The total number of passengers transported in 1885 by railway in the United States was 312,686,641.

Ten out of every million people carried in Europe are killed or injured, and 41 out of the same number in the United States.

Considering that each person was transported an average distance of 23 miles, the entire movement upon all the roads was equivalent to 8,541,309,674 persons moved one mile.

On the Pennsylvania road the fastest time in the United States is made by the "Limited," in its run from Jersey City to Philadelphia, 90 miles, which it makes in a little less than two hours, an average of 48 3-10 miles per hour.

For every 100 miles of railroad in the United States, there are about 25 miles of double track, sidings, etc., locomotives, 621 freight cars, 5 baggage and mail, and 13 passenger cars.

In the matter of passenger transportation Massachusetts takes the lead with 53,800,887; Pennsylvania comes next, then New York, Illinois, New Jersey and Ohio.

In tonnage of freight transported during the same time, Pennsylvania leads with 105,507,916 tons, which is a little more than one-fourth the total tonnage moved in the United States. New York follows, after which comes Ohio, Illinois, New Jersey and Indiana.

The train that makes the fastest time in the world is known as the "Flying Dutchman." It runs from London to Bristol, 118¼ miles without a stop, in two hours, an average of 59¼ miles per hour. The train between Paddington and Swindon ranks second, running 77 miles at the rate of 53¼ miles per hour. One train in Germany, that between Berlin and Hanover, averages 51 miles an hour for a distance of 152 miles.

RAILWAY CHURCHES are to be attached to the trains in South Russia. Owing to the long distances traveled and the constant work, the officials claim that they have no chance of attending divine service, so carriages fitted up as churches will run on Sundays and fete days.

THE first locomotive line opened in South Australia was in 1856, a line of seven miles, connecting the city of Adelaide with the port. Its gauge was 5 ft 3 in. The total length of line which was open for traffic on the 30th of June last year was 1,076 miles. At that date an additional 407 miles were under construction, and a further 315 miles authorized. A much-to-be-regretted diversity of gauge has been introduced into the colony. Of the 1,798 miles completed, under construction, and authorized, 521 miles are on the 5 ft. 3 in. gauge, and 1,277 miles are on the 3 ft. 6 in. gauge. With the exception of two suburban lines near Adelaide, all are the property of the State.—*American Journal of Railway Appliances.*

THE first locomotive introduced into Germany was of English make, and was put to work on the Berlin-Potsdam line, exactly forty-eight years ago. Borsig, then proprietor of a small general engineering works, was one of the spectators at the first trip of this English locomotive, and, on the way home, his company was joined by one of the English engineers, who put Borsig on his mettle by saying that locomotives could be built nowhere but in England. Borsig determined to prove the Englishman wrong, and, after two and a half year's hard work, he turned out the first German locomotive on the 25th of June, 1841, and it made its trial trip on the Berlin-Anhalt railway.—*American Journal of Railway Appliances.*

THE *Railway Review* says: "The year opens with bright prospects for a heavy demand and higher prices in all kinds of railway material. Even in the matter of locomotive engines and passenger and freight cars, contracts cannot be placed now within five or ten per cent. of the prices at which they could have been placed three months ago. A number of moderate locomotive orders have been placed during the past thirty days, and we learn that several companies are contracting for additional locomotive capacity. The makers of the best approved engines are taking advantage of the present demand to widen their margins slightly, and in so doing are following the natural course of things."

A SAFETY water gauge has been patented by M. William E. Roche, of Peabody, Mass. Combined with the casing and a valve spindle, a valve having two stems is fitted loosely in the casing, one stem seated in the casing and the other in the valve spindle, with other novel features, the parts being so arranged that, should the glass tube break, the valve will close and prevent the escape of steam or water.

Digitized by Google

AN ENGINEER'S STORY.

Locomotives Which Seem to Think and Feel—How a Collision Was Averted.

Detroit Tribune.

"Yes, sir, I am a locomotive engineer, and have been for something like twenty-five years," said a well-known Detroit locomotive engineer last evening. "During all that time not a passenger has been killed on my train. I ran one engine nine years, another four and my present one twelve years. I have run miles enough to travel around the world more than thirty times, and have never received an injury of any kind myself. This I attribute to my presence of mind and coolness in time of danger—something I have always prided myself on and considered indispensable to an engineer. I have heard and read a great deal about engines acting cranky and balky, and at times as though aware of the existence of impending dangers, but I take no stock in such things. I know there are engineers running to-day who think their engines are little less than human, but in my opinion the cranky and balky fits of engines may be traced to the engineers themselves, for just as sure as an engineer is out of sorts his engine is sure to appear to him as not working at its best. At least, such is the result of my observations.

"I will tell you one of the most curious freaks of an engine that ever occurred in my experience with them. I offer no explanation, for I never have been able to solve it half satisfactorily to myself, and will therefore leave you to draw your own conclusions. It was about sixteen years ago when I first commenced to run a passenger train. The night was dark and stormy, in the middle of December. I was ordered for the midnight express, and somehow, from the very start, every thing seemed to go wrong. Even the fireman appeared to work and act differently from usual. Well, to make matters worse, we were detained an hour at the depot, and then the conductor came and told me that the superintendent was on the train and bound for the other end of the road.

"Now, right here I want to say that I have always had the reputation of being one of the most careful and best engineers on the road, together with being able to make the best time. This was the first time the superintendent had ever been on my train, and of course I was anxious to sustain my good reputation. But the fates were against me—an hour late, the night dark and stormy, and our regular running time between forty and fifty miles an hour. Well, we pulled out of the station with my mind made up to reach our destination on time if the wheels would stay under her. As soon as we were out of the city limits I opened on all the steam she had and let her go But she didn't seem to move at half her usual speed, and then she didn't make steam well, either. I began to be impatient, and scolded the fireman for not doing good work with his fire. He seemed to try his best, but it was no go She would not steam well, in spite of his exertions. Then the pumps began to be troublesome. One of them stopped working altogether, and the other became more unreliable every minute. It began to dawn upon me that making up time was out of the question.

"You may imagine my feelings, for it seemed to me as if my whole reputation was staked on this trip. I profess to know my business pretty well, and can get speed out of an engine if any man can, and my heart was down below zero when we began to drop behind our regular running time. But it was no use. Everything was against me. I was mad clear through.

"When we left station D— we were one hour and ten minutes late, and the conductor had just made a remark that nettled me quite a little. I had just asked him if there were any orders at station D—. He answered, 'none, except to try to get there in time for dinner,' which was pure sarcasm, for if we made regular running time we would be there in time for breakfast. Well, my heart was clear down in my boots, and when I shut off the steam going into station B— I found the water so low in the boiler that something had to be done for pumps before we could leave that station, as there was then a heavy grade to climb for several miles. I informed the conductor that we would be delayed fifteen or twenty minutes with the work of taking down one of the pumps, and then proceeded with the work.

"We were just about ready to start again, when I heard the sharp whistle of an engine, and, looking up, I saw a train approaching from the very direction in which we were going. When the train pulled into the station we found that the telegraph operator at station D— had neglected to give us meeting orders for this train. Had it not been for the pumps we would have dashed on to what would probably have been one of the most terrible collisions in the history of railroads.

"Now comes the remarkable part of the story. From the time we left station B—both pumps worked like a charm—bear in mind that I had found nothing whatever the matter with the pump that I had taken down, as there was apparently no reason for it not working—and the old engine seemed to dart along with twice her usual speed. Gradually she began to pick up the time again, and in the next fifty miles we had made up fifteen minutes, which was lightning speed in those days. There was just nineteen minutes to make the last twenty miles in, and I need not say that we pulled into our destination on time.

"Here, indeed, was an instance of a

Digitized by Google

cranky engine saving a collision that would probably have resulted in a great loss of human life and property. Railroading is full of just such experiences, and I have had many of them which might interest you, but I do not recall any of them just now. Speaking of the peculiarities of engineers, it is not best for me to say much, for I am a queer sort of a fellow myself. But there is one engineer running on this road now who thinks his engine can feel, for when she doesn't run fast enough to please him he beats her with a hammer."

"THE SONS OF HAM."

Disastrous Results of Trying to Change the Name of a Club.

"How are you feeling, Anthony?" said a white man, addressing an old negro whose halting walk and bowed body indicated that he was not long for this world, but whose voracious appetite spoke of the best of health.

"I'se bruised, sah."

"What's the matter? Saw-log fell on you?"

"Wuss 'en dat, sah. De vanity o' dis worl' drapped on me."

"I didn't know that you had any vanity."

"Oh, it wa'nt my vanity that drapped on me, sah. Bless yer, I ain't got no vanity, and dat's why I'se in dis white folks' town dis minit. I'll tell yer all erbout it. Down neah Sweet Home, whar I libs, we'se got er powerful big lodge o' 'Sons o' Ham.' I'se been one o' de main officers o' dat lodge, an' I has been grieved ter see so much pride an foolishness er-creepin' in dar, so night erfo las', durin' a meetin' I got up an' said:

"Bruders, I'se got de interest o' dis heah 'stushun at heart, an' de time fur a change hab come, fur dar's gittin' to be too much vanity in heah. Pride is the pi'zen vine dat wraps itself erroun' de con' stalk of' usefulness an' chokes it ter death. Dat vine is growin' monstrous fas' in dis s'ciety, an' I rises 'fo' yer dis night ter call fur er change. De berry name o' dis heah s'ciety breeds pride. 'Son o' Ham,' indeed. Why, doan' yer know that ham makes er nigger proud? Feed him on ham, an' he'll get erbove yer, so now I b'lebes it would be better ter t'ar up dat pi'zen ham vine an' call dis heah s'ciety de 'Sons o' Middlin."

"Den ole Bruder Phil he jumps up—an' whut er proud raskil he is—an' says, says he:

"'We ain't gwine ter do no sich thing. Dis is de 'Sons o' Ham,' an' if ham is too good fur de bruder, let him take his middlin' an' go 'way wid it.'

"'All in faber o' my side come ober ter dis side o' the house,' says I.

"One po' ole bench-laig nigger came ober, but dat wuz all. Den dey all 'gun ter titter an' laugh, an' says I: 'Benchy'—I didn't know his name—'let's clean out dis heah fackshun.' I thought that ef I showed er little o' de spunk dat wuz in me de vanity would weaken. Wall, I snatched up suthin' an' made at Bruder Phil, jes' bercause he had been so imperdent wid me, but 'fo' I got ter him I looked around ter see ef Benchy wuz comin', but bless yer, dat nigger had dun jumped through de window, an' de tails o' his brown jeans coat wuz er popin' in de win' on de top o' de hill. 'Bout dat time I thought dat it would be better to let my coat tails pop er little, but ole Phil an' er passle o' de udders cotch me 'fore I got ter de winder, an' de Lawd! how dat vanity did fall on me! Dey bruised me, sah, till I feels like er passel o' sassage meat. An' now, sah, I's come up ter see ef de guvner kain' do suthing."

CONVALESCENT STAGES.

Wives Will Appreciate the Point if Their Husbands Don't.

Convalescent husband (first day after crisis)—"Have I been very sick, dear?"

Wife—"Very, very sick."

Husband—"I suppose it will be months before I shall be able to get down town again?"

Wife—"Not so long as that, I hope, dear. But you mustn't talk. Try and sleep."

Husband (second day after crisis)—"You must be tired out watching over me, dear?"

Wife—"A little tired, but I am so thankful the danger is past."

Husband—"You just wait until I get out again, and if I don't surprise you with something my name is not John Smith. And the doctor, too. He is a wonderful man, to have brought me around as he has. I'll remember him. I suppose a couple of weeks from now will see me all right again?"

Wife—"Possibly, dear; but don't worry about such matters. Let your mind rest."

Husband (third day after crisis)—"What does the doctor say about me now?"

Wife—"He says you are doing splendidly, darling"

Husband—"Doing splendidly! Does he call it doing splendidly to lie here like a bump on a log and pick out faces from the paper on the wall?"

Wife—"There, there, dear, don't be unreasonable. Everything that is possible is being done for you."

Husband (fourth day after the crisis)—"Isn't it about time that fool doctor was here?"

Wife—"He will be here presently."

Husband—"Presently! Yah! You are worse than he is. I'm going down town the first of next week, and don't you and your doctor forget to remember it."

And he did go down town, and then he went back up-town, and stayed there for six weeks.

Digitized by Google

THE DANGERS OF THE RAIL.

Figures Showing that it is Safer to Ride than to Walk.

"Whenever a railway accident occurs," said a railroad man, "people begin to talk of the dangers of travel. They ask themselves and one another which route is the safest, or what part of a car, and so on. Timid folks bid each other a tearful good-bye, and every woman is sure that she will never again see in life the husband who leaves her side to go on a journey. Every railway accident increases the sales of insurance tickets. Of all the insurance in the world that is about the dearest. The odds in favor of the insurance company are about one thousand to one, and no doubt their profits are immense. The impression is general that there are dangers in travel by rail, and yet a man is more likely to be struck by lightning during a thunderstorm, or by apoplexy or paralysis at any time, than to meet a violent death while on a railway journey. Considering the number of casualties occurring every day in the ordinary walks of life—falling down stairs, sliding out of bed, slipping on a banana skin, getting choked with a piece of meat, wounding one's self while chopping kindlings, strains incurred by lifting, jumping or running, to say nothing of over-eating or too much drinking—it is as true as gospel that it is safer to travel than to stay at home. In travel by rail, there is, of course, a bit of danger, but not so much as is involved in the every-day movements—the pleasures, labors, goings and comings of life at home. In England, where they have fuller statistics of this sort than we have in this country, it has been ascertained that the proportion of railway passengers killed by causes beyond their own control is one in 28,000,000 journeys, and the proportion injured is one in 1,000,000. In other words, if you were to start out with the deliberate intention of traveling by rail till you were violently landed, by causes beyond your control, in that bourne from which no traveler returns, you would have to make 28,000,000 journeys. Reckoning one journey a day, your death would occur in something like 76,700 years. The chances are that you would die a natural death before your patience was rewarded by the climax which you were seeking. If an injury by causes beyond your control chanced to be the result you had set your heart upon you would have to travel more than 2,700 years. It is only fair to presume that your patience would become exhausted long before you had finished the million journeys. But let us look more closely into this matter of railroad accidents. Take the Illinois state railway report for a recent year, note the number of passengers carried by some of the leading roads, and the number and character of the casualties. While we are looking over the report let us set down the figures and make a table of them, that we may better understand the subject:

ROAD.	*Passengers carried.*	*Passengers injured.*	*Passengers killed.*
Chicago and Alton	1,859,247	6	4
C., B. and Q.	3,477,555	5	9
C., M. and St. Paul	4,476,650	0	0
C. and Northwestern	8,581,529	2	2
C., R. I. and P.	2,808,462	0	0
Illinois Central	3,646,454	5	0
Lake Shore	3,762,332	10	2
Michigan Central	2,790,528	7	4
P., Fort W. and C.	3,164,129	0	1
Total	34,572,986	35	22

"Here we have about 35,000,000 passengers," continued the railroad man, "and only twenty-two fatalities. That is one in 1,600,000. One in 1,000,000 was hurt. But please note well the fact that in this report of the number of deaths and injuries no account is taken of the manner in which the accident occurred. To get at the number of accidents in which the fault was the company's, or wherein the ordinary perils of railway travel were involved, we shall have to confine ourselves to casualties to passengers resulting from causes beyond their control. If a man jumps from a moving train, or gets drunk and falls off, his death or injuries must not be charged up to the insecurity of life and limb on the rail. A man may be guilty of foolhardiness or stupidity anywhere. "If we eliminate the casualties resulting from the fault of the passenger, rather than of the company or its employes, we shall have to cast aside nearly three-fourths of them. Fully three-fourths of the accidents to railway passengers are the result of such carelessness as standing upon the platforms while trains are running at full speed, or jumping on or off trains in motion. Occasionally a collision or derailment occurs, or a bridge gives way, and a dozen or score of people are killed or injured. Yet these are not the accidents which figure so largely in making up the total of a years' mishaps. It is there that the hasty citizen who jumps on or off moving trains comes to the front. Even the average carelessness of passengers added to the ordinary risks of travel fails to make a railway journey dangerous. On the contrary, even this double liability only makes injury probable to the man who travels night and day during about 500 or 600 years of his life. If he takes care of himself and avoids jumping on trains in motion, or from them, the law of averages says that he may travel for 2,000 years, and still come out with a sound body and limb, in so far as railway accidents are concerned.

ALL laws that have not natural morality for their foundation, are the tricks of avarice and ambition to defraud mankind.—*Hurlbut.*

Digitized by Google

A GHOST STORY.

How Plucky Jake Starbuck Sustained His Reputation for Courage.

At a small village in the west, which was decorated as to its suburban parts with an exceptionally lonesome graveyard that had the woods behind it and a meadow beside and beyond it, a clump of villagers and farmers were gathered one afternoon at the grocery store. There had been some spirit rapping in the town, and the talk ran from them to ghosts, and some very spooky stories were told. Finally one of the rustics, Jake Starbuck by name, who was whittling with a big jack-knife, avowed the belief that there were, indeed such things as ghosts.

"I've seen 'em myself," said he, "plenty on 'em; but I ain't a mite afraid of any ghost that ever walked."

"Jake," said one of the farmers, "I'll bet ye ye dassen't go out behind the graveyard this very night."

"Dassen't, eh?" said Jake; "well, I'd be a purty kind of a man if I dassn't, wouldn't I?"

"Well, I tell you what I'll do," said the farmer, "I've got an old hay-rake standin' down in the edge of the medder, just 'long side of the buryn'-ground. I'll hang a pocket handkerchief on that hay-rake early this evenin', and if you'll go down through the buryin' ground to where it is and take that handkerchief off at midnight, I'll give you a shoat."

"Greed," said Jake; "I'll do it."

That night just at 12 o'clock Jake found his way down to the burying ground, groped his way through the thick darkness, and finally saw the handkerchief on the seat of the hay-rake. He had crept between the shafts of the hay rake, and was reaching up in a rather agitated way for the handkerchief, when two ghostly, sheeted figures rose up from behind the rake and pointed their arms menacingly at him.

Jake hesitated a minute and then pulled out his jack-knife.

"Look out there," he shouted, "ghosts or no ghosts, I'll have your insides out in two minutes, as sure as my name's Jake Starbuck!"

With that he gave a leap over the hay-rake, brandishing his knife as he did so.

The two ghosts took to their heels across the meadow with Jake after them. First one sheet flew to the winds and then the other, as the cowhide boots of the ghosts clattered over the fields, with Jake tearing hotly after them, still brandishing his big jack-knife. It was a terrible race, but the ghosts finally got into the woods and escaped.

Needless to say that the ghosts were the farmer and his hired man, and that Jake Starbuck got his shoat.

FROM A CHILDLESS MOTHER.

Beautiful Lines that Touch Sympathetic Chords.

One who signs herself a "Childless Mother" writes to the *Telegram* from Johnsburg, N. Y.: "Will you please print the following poem in your valuable paper, in return to the mother who sent the poem, 'Baby in Heaven,' which was recently published in the *Telegram*, and for which I am very grateful, for it so perfectly describes the anguish of my bereaved mother-heart. I can truly sympathize with this lonely mother, for my darling baby is also in heaven. This poem I copy from my scrap album. I do not know the author."

UNDER THE SNOW.

Dear little hands, I loved them so!
And now they are lying under the snow!
Under the snow, so cold and white,
I cannot see them, or touch them to-night.
They are quiet and still at last, ah me!
How busy and restless they used to be!
But now they can never reach up through the snow—
Dear little hands, I loved them so!

Dear little hands, I miss them so!
All through the day, wherever I go—
All through the night, how lonely it seems.
For no little hands wake me out of my dreams.
I miss them all through the weary hours;
I miss them as others miss sunshine and flowers:
Day time, or night time, wherever I go,
Dear little hands I miss them so!

Dear little hands, they have gone from me now,
Never again will they rest on my brow—
Never again smooth my sorrowful face,
Never again clasp me in childish embrace,
And now my forehead grows wrinkled with care,
Thinking of little hands once resting there,
But I know in a happier, heavenly clime,
Dear little hands I will clasp you some time.

Dear little hands, when the master shall call
I'll welcome the summons that comes to us all—
When my feet touch the waters so dark and so cold,
I'll catch my first glimpse of the city of gold.
If I keep my eyes fixed on the heavenly gate
Over the tide where the white-robed ones wait,
Shall I know you, I wonder, among the bright bands?
Will you beckon me over, oh! dear little hands.

HADN'T THE CHEEK TO SAY GRACE.

The Rev. Mr. Chasuble, an Episcopal clergyman, for some time presided over the religious services in one of our suburban towns. Chasuble was a good deal of a gourmet as well as a faithful pastor. One day he happened in at a parishioner's house about dinner time, and weakly accepted an invitation to dinner. He found the table decorated with a sporadic dish here and there, with nothing that promised the smallest satisfaction for either the appetite or the palate.

"Mr. Chasuble," said the head of the house, "will you offer thanks for these viands?"

"I would be glad to accommodate you," said the clergyman, "but I haven't got the cheek!"

Digitized by Google

VANDERBILT AS A PASSENGER.

Albany Journal.

Speaking with a veteran conductor on the Hudson River Railroad the other day, he said: William H. Vanderbilt was the best passenger I ever had on his road. He was always contented, pleasant and satisfied, and not like a good many other travelers, perpetually grumbling because affairs were not right. I will never forget one incident which occurred just before Cornelius Vanderbilt's death. William H. was on the way to Saratoga and was on a special train. At Rhinebeck he received a dispatch. As he opened it and read it the tears rolled down his face. The dispatch said that the Commodore had had a chill and that his position was precarious. William H. told me to go on when I asked what I should do with the train.

I knew if he went on he could not get back until the next morning unless he took a special engine. Mr. Ellis, of Schenectady, was with Mr. Vanderbilt and called me back and asked me where I would meet a train. I told him I would pass the Saratoga special at Tivoli bound for New York, but that it did not stop at Tivoli. Ellis suggested that I stop at Tivoli and flag the train and compel it to stop. He said it would be all right, though Mr. Vanderbilt would not like to offer to interfere with the running of trains and the comfort of passengers. I did so, and Mr. Vanderbilt was shortly on the Saratoga special and thus arrived in New York about 9 o'clock in the evening instead of on the following morning. As I helped him off the car at Tivoli and explained what I had done he said: "That was well done. I thank you." Mr. Vanderbilt was always thoughtful in his intercourse with his employes.

OVERLOADING FREIGHT CARS.

Cincinnati Star.

"Yes, there is a good deal of overloading of freight cars," said Mr. Al. Caffee, contracting freight agent of the Big Four, to-day, when interrogated.

"Can't it be stopped?"

"It will be one of these day. Railroads everywhere have suffered many hundreds of thousands of dollars loss through the cupidity of shippers who load cars and then bill them at much less than the weight of the load, and the evil has become so serious that heroic measures have been adopted.

"Our folks now have a rule to weigh every loaded freight car before it leaves the point of shipment, and after it arrives at its destination, and in that way we have succeeded in preventing overloading. The other day though, we had an unpleasant experience. A car, whose capacity was plainly painted on it to be ten tons, was given to a shipper to load with machinery. The car was turned over to us at a late hour, when a train was being made up, and rather than have it delayed the weighing process at this point was omitted.

"Some distance out on the road the car broke down, and on being weighed, the load was found to be 39,000 pounds. Last week we got two cars from the Little Miami, via the connection track. They were loaded with lumber, and were billed at 28,000 pounds each. When our weigher gave them the test it was found that each had a load of 60,000 pounds. Overloading by shippers, underbilling and all that is of everyday occurrence, and it is dangerous, because an overloaded car will probably break down when out on the road and wreck a whole train, the damages falling on the innocent railroad company.

"Besides, it is dishonest. That is the only word for it. A gentleman connected with another road was telling me yesterday of a car of wheat which the shipper billed to the road weighing 40,000 pounds. The car seemed to have an unusually big load, and it was weighed, when the discovery was made that instead of 40,000 the load weighed 56,000.

"The shipper, who may be perfectly honorable in everything else, doubtless thought it perfectly proper to have 16,000 pounds of freight carried for nothing when all he had to do was to make a false statement of its weight. Railroad men are getting to give this matter of overloading serious attention, and one of these days they will all do as we do, weigh every car twice."

HINTS TO EMPLOYES.

Scientific American.

There is only one spirit that achieves a great success. The man who seeks only how to make himself most useful, whose aim is to render himself indispensable to his employer, whose whole being is animated with the purpose to fill the largest possible place in the walk assigned to him, has in the exhibition of that spirit the guarantee of success. He commands the situation, and shall walk in the light of prosperity all his days. On the other hand, the man who accepts the unwholesome advice of the demagogues and seeks only how little he may do, and how easy he may render his place and not lose his employment altogether, is unfit for service. As soon as there is a supernumerary on the list, he becomes disengaged as least valuable to his employer. The man who is afraid of doing too much is near of kin to him who seeks to do nothing, and was begot in the same family. They are neither of them in the remotest degree a relation to the man whose willingness to do everything possible to his touch places him at the head of the active list.

Digitized by Google

AN OLD ACQUAINTANCE.

She Had Seen That Man on Several Previous Occasions.

Bob Netcash boarded a train at a way station and, as usual, deposited his sample cases in the same section with a comely young woman, when there was a dozen empty sections in the coach. In about half an hour a red-whiskered man entered the coach and sat in the next section facing the pair. The newcomer scowled at the drummer and the girl and the drummer returned the scowl. This caused the red-whiskered man to indulge in a grin, and the drummer waxed hot.

"Does that gentleman's actions offend you, lady?" politely asked Bob, as an opening prelude.

"Oh, no; not in the least, sir."

"I noticed he had the effrontery to tip you a wink."

"I don't mind it, sir."

"Hard-looking brute. He has the appearance of anything but a gentleman."

"Do you think so?"

"Yes; just watch him scowl. He looks as though he might be one of the Jesse James gang or an escaped convict. See how his eyes roll."

"Yes; I see."

"If his rudeness annoys you——"

"Oh, no; not at all."

"I was going to say if you object to his staring at you and making those grimaces, I will request him to discontinue his performances, and if he persists I'll throw him in the coal-box behind the stove."

"Would you, really?"

"It would afford me the greatest pleasure, I assure you, to rid you of his annoyances. Just say the word and I'll——"

"Oh, don't want to see you hurt. He is a prize-fighter and——"

"Ah! You know him, then?"

"Well, I should say I did. I've been married to him for ten years."

"I began at the bottom," said Chauncey M. Depew, the President of one of the greatest railroad systems in the world. Not only have nearly all great railroad men begun at the botton, but they have started without influence and made their way up step by step by honest hard work. There was a time in the life of each of our best motive power men when he felt proud of the opportunity to shovel coal, but the secret is that he saw in his work the need of brains as well as muscle.—*American Journal of Railway Appliances.*

The fastest time ever made between New York and San Francisco, was 82 hours and 24 minutes. The distance is 3,318 miles and the average rate of speed was 40.18 miles an hour.—*Albany Evening Journal.*

FIGHT ON A COWCATCHER.

A Man Wrestling With an Eagle While Traveling Forty-Five Miles an Hour.

The cannon-ball train, says a truthful Chattanooga, Tenn., writer, on the Georgia division of the East Tennessee, Virginia and Georgia railway, was late yesterday, and made thundering speed from Atlanta to this city. As the train swept around a curve into a cut near Coltewah Junction, fifteen miles east of Chattanooga, an enormous bald eagle was seen on the track by Mr. W. M. Fortune, the fireman, who was at the moment peering through the forward window of the cab. The pilot was upon his eagleship before he could rise, struck him, tumbled him up on the frame, where he clutched a wooden beam with one of his great claws and held fast. Before the bird had time to recover from the fright and shock of his collision with the cowcatcher, Fortune had climbed along the footway to the pilot, and was upon the noble emblem of American liberty, when a lively tussle ensued. The eagle fought viciously for his liberty and the fireman was equally determined on making him his prisoner. The train was going at the rate of forty-five miles an hour. The man had to hold by one hand with all his power to one of the iron guards below the headlight to keep his footing, as the engine swayed from side to side and bounded over the inequalities of the track in its headlong race against time, and manage the eagle with the other hand. But his birdship was finally secured after he had nearly torn Mr. Fortune's overalls to shreds with his powerful talons that are fully four inches long. He was carried back over the footway, fighting like a demon. Once in the cab, Engineer Parks went to Fortune's aid, and by hard work they succeeded in tying the "king of the upper ether" securely, though their task was no easy one, as the eagle fought savagely with beak and claw as long as one of his captors was within his reach. When tied he was spread out on the cab floor and found to measure seven feet from tip to tip of the wings. He stands quite two feet high when fully erect and is altogether a splendid specimen of the monarch of American birds. He was sold to Sam R. Read, Esq., of the Read house, for $12.50. This is probably the first instance of the capture of an eagle by a railway train, and Mr. Fortune's exploit in securing the gallant fellow clearly entitled him to rank as a man of great presence of mind and rare grit.

A WINTER PERFUME.

Borne to me at the twilight hour,
After the winter wind has ceased,
The ghost of perfume from a flower
Dead in some garden of the East!
—William H. Hayne, in Southern Bivouac.

Digitized by Google

WERE RIVALS OF SAMSON.

Wonderful Performances of Phenomenally Strong Men.

One of the most remarkable of the latter-day Samsons was Thomas Topham, who, about the year 1740, kept the Red Lion public house at the corner of City Road. Although of average size and appearance, he soon attracted attention by his prodigious strength. Some of his feats are almost incredible. By striking an iron poker an inch thick on his arm he could bend it to a right angle, and pewter measures were crushed between his fingers. Standing on a platform he raised a weight of 800 pounds. He could break two-inch rope as a shopman breaks twine. We know not whether the performer adopted the modern fashion of asking gentlemen from the audience to step up and assist him, but presume this to have been the case, and that among the rush of small boys on receiving the invitation a reverend gentleman weighing 378 pounds was observed to gain the platform. Here he was induced to lie down, and Topham, placing one hand under his body, gently raised him from the floor. The delighted audience then beheld Topham prostrate on his back, with three men each weighing about 200 pounds, sitting upon him to keep him down, which they failed to achieve. In addition to his strength of body, he possessed a powerful pair of lungs and a voice of great compass, of which he was intensely proud, so much so that he sang a solo to the organ in St. Werbury's church, completely drowning that instrument and emptying the sacred edifice of its terrified congregation. Many of his feats were of a humorous character. A hostler had the temerity to insult him; he tied an iron kitchen spit round his neck, leaving the ends protruding under his chin. Passing a watchman who was asleep in his box he took up both box and sleeper on his back, carried them some distance, and threw them over a wall into a churchyard. The thoughts of a superstitious old man on being thus rudely awakened from his dreams to find himself mixed up with his box and gravestones may easily be imagined. On another occasion, a butcher, struggling along under the weight of nearly half an ox, which he carried on his back, happened to pass an open window at which Topham was seated in calm meditation, with his mug of beer before him, and was surprised to find himself suddenly relieved of the weight, and as, on looking up, he failed to see any indications of his beef floating in the air, he fled in great terror, fully persuaded that his meat had gone to supply the table of the evil one. But Topham's strength of mind was in reverse ratio to that of his body. Maddened by his wife's inconstancy he put an end to his existence; previously, lest she might too soon forget him, bestowing upon her a tremendous threshing. A man who for many years was employed in carrying and delivering to subscribers the weighty opinions of the weekly paper, undertook, for a wager, a more difficult task. Nine hundred and seventy pounds of wheat were packed into three bags specially constructed and carried by him three times round the Hereford town hall. One of the bags was on each shoulder, the other placed across and securely fastened to them. Daniel Cuerton, a shoemaker, discovering that he possessed enormous strength in his jaw, gave up his honest calling and took to exhibiting himself in public houses. One of his tricks was to place his hands under his arm-pits, and, taking the glass between his elbows, carry it to his mouth, and in this way drink as much liquor as his admirers would pay for. He raised a large mahogany table with his teeth and flattened pewter pots by beating them between his elbows. He had a strong appetite for drink, which caused him to die in want.

THE BIG SALARIES.

Louisville Courier-Journal.

Geo. B. Roberts is president of the Pennsylvania system, and his salary is placed at $35,000 a year. Chas. Francis Adams, the president of the Union Pacific, was said to receive $30,000 a year. Wm. B. Strong, president of the Atchison, Topeka & Santa Fe, gets $25,000 annually. Eckstein Norton, president of the Louisville & Nashville, is said to receive $10,000, although Milton H. Smith, its First Vice President, is known to receive $20,000. Austin Corbin, the president of the Philadelphia & Reading, gets $30,000. Robert Garrett owns most of the Baltimore & Ohio and gets all he makes. W. P. Clyde, president of the Richmond & Danville, is to some extent a figure-head, and E. B. Thomas, as the general manager of that system, gets $15,000 a year. Leland Stanford is president of the Southern Pacific; C. P. Huntington, First Vice President; Charles Crocker, Second Vice President; C. F. Croker, Third Vice President. Each of these men is several times a millionaire, and, as between them, they own nearly all the road, like Robert Garrett, they take all they make. The system is divided into several sections, each with a general manager, receiving about $10,000 annually. The three big Chicago systems, the Chicago, Burlington & Quincy, the Chicago, Milwaukee & St. Paul, and the Chicago & Northwestern, pay their Presidents $25,000 per annum. C. E. Perkins has charge of the C. B. & Q., Alexander Mitchell, the C. M. & St. P., and Albert Keep, the C. & N. W. C. P. Huntington is President and chief owner of the Chesapeake & Ohio. Robert Harris is the President of Northern Pacific, and is said to receive $25,000 a year.

Digitized by Google

THEIR TWO BILLS.

Two Sweethearts Fall Out and Present Each Other With Itemized Accounts.

A young couple who were to marry broke off recently. When he parted from his ex-love he remarked, by the way of parenthesis, that he regretted only one thing, and that was the heavy expenses he had incurred. The young lady fired up and asked him to make out an itemized bill; that her papa was responsible for her debts. The next day he sent in his bill, as follows:

DEBIT.

To doing theaters one season	$297 75
To rides in the park one season	85 00
To caramels one season	140 84
To chocolate drops one season	51 03
To losing two pair opera glasses	15 00
To jewelry, bric-a-brac and presents	363 19
To four mid-day lunches at Del's	21 00
To special gift to your mamma	4 75
To special gift to your papa	97
To cost of valentine to you	1 25
To one Seaside novel	10
To two Parisian diamonds	3 87
To wearing out shoe leather	35 00
Total	$962 75

CREDIT.

By one meal at your house	45
Balance due	$962 30

The young lady made a counter-claim bill, which brought her old sweetheart out in debt to her. She said her claim was just, and that she was willing to submit it to any court of competent jurisdiction to decide. It differs in items from his:

DEBIT.

To burning gas call evenings	$75 43
To wearing out carpets in the hall	42 00
To friction with parlor furniture	99 01
To lunch with us often (lumped)	19 19
To working hat mark	5 00
To comic valentine sent you	03
To monopolizing my time	575 15
To one new cravat (black silk)	22
To laughing at your old and only joke	218 00
To philopena present	35
To expenses of new dresses for theaters	823 16
To extra fires in parlor	65 00
To three postal cards	04
	$1,912 52

CREDIT.

By introducing me to dear Clarence	$900 00
Balance due	$1,012 52

Please remit the difference in our bills to settle, as I want to make Clarence a genuine present.

There is likely to be a lawsuit.

THE DANGER WAS PAST.

Omaha World.

Conductor—Do you expect us to take that boy through on a half ticket?

Matron—Certainly. The agent who sold the ticket saw the boy.

Conductor—Didn't he ask his age?

Matron—No, he didn't seem to think it necessary. Have you a pair of scissors on the train?

Conductor—Scissors!

Matron—Yes, I want to let the hem out of his trousers.

SUPERSTITIOUS SIGNS.

Something to Cut Out and Paste in Your Pocketbooks.

If on going out of the house you forget something, you must under no circumstances turn back if you can possibly avoid it; if you do, you must at any rate sit down a moment before going out again.

If the first person you meet is an old woman, it is a sign of coming misfortune; while, on the contrary, a funeral procession denotes good fortune.

Pigs to your left bring good luck, to your right, the opposite; to avert which grasp something made of steel and the spell will be broken.

If on setting out on a journey you meet a sow with pigs your enterprise will be sure to be successful.

To meet two magpies portends marriage; three, a successful journey; four, unexpected good news.

To see one magpie and then more is unlucky; to kill one of these birds is irretrievable misfortune. It is also unlucky to kill a swallow.

If your left hand itches you will take in money; if the right you will pay it out.

A ringing in the right ear means that some one is speaking well of you; in the left you may be sure that evil tongues are busy with you.

If your right eye itches you will see some beautiful sight; if the left, you will have cause to shed tears.

If your nose itches you will hear some news or—will fall in the mire.

THE MAN WITHOUT AN ENEMY.

The Watchman.

We believe in the man or woman who has "enemies."

This does not sound *sound*, but it *is* sound.

Your milk and water people, who content themselves with simply doing no harm, at the same time do no good. They are mere Negatives.

Your man of force, who does not wait for a stone to get out of his way, but manfully rolls it over, may, unintentionally, hurt somebody's toes in the act; but thousands who will have to go that way will thank him for clearing it.

The man or woman who has no enemies, is, generally, a sleek, creeping or cowardly creature, caring for no one but himself—smirking and creeping his unchallenged way, to the obscurity he merits.

He adds nothing to the common stock—does no good in the world, and is lowered into six feet of earth without one sincere regret from any one.

He has had no enemies; but, has he had a friend?

A place is vacant, but not in any warm, grateful heart. A fig for such people.

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

DR. JEKYLL AND MR. HYDE.

My attention was called to this very peculiar book a few days ago and taking advantage of a short railway journey I read it while en route. Its moral or lesson was so striking and so terrible it has haunted me ever since and, although perhaps not strictly applicable to a "Woman's Department," I cannot forbear a brief comment. Dr. Jekyll was a learned physician and chemist, of the highest social and professional standing. Although appearing before the world as a man without a blemish, there was in his nature a depraved and carnal taste which he longed to indulge but did not dare for fear of losing his immaculate position in the eyes of society. Finally after years of toil among the chemicals in his laboratory he discovered a drug which had power to completely transform him in form and feature, in fact to make an entirely different man out of him. This personality he named Edward Hyde, and it became his regular custom to be the dignified and decorous Dr. Jekyll by day and by night to assume the flesh and blood disguise of Edward Hyde and commit the grossest and most wicked immoralities. For a long time he lived this double life with impunity but finally he discovered to his amazement that the character of Edward Hyde began to crop out in the daily life of Dr. Jekyll and that from being entirely subordinate it was gradually gaining control. Later on he found to his dismay that he would sometimes go to bed Dr. Jekyll and wake up Mr. Hyde. He became afraid to go among his friends lest the transformation should suddenly take place. As time wore on he learned to his horror that the drug was beginning to lose its power and that although he had no difficulty in transforming Dr. Jekyll into Mr. Hyde, he could scarcely change Mr. Hyde into Dr. Jekyll. Finally, to make a long story short, Mr. Hyde committed a brutal murder and when he rushed to the laboratory to assume the form of Dr. Jekyll the drug would no longer act, and when the door was broken open they found the dead body of Edward Hyde in the clothes of Dr. Jekyll, and in death his sin was disclosed.

The obvious moral, expressed briefly, is that when a man begins to yield to the evil tendencies of his nature it is only a question of time until the bad gains an ascendency over the good, and ruin and exposure are the inevitable result. There can be no compromise with sin, nor should any man or woman think to live one life by day and another by night, for eventually the glare of noontide will be turned upon the darkness of midnight and its secrets be told to the world. Every man who commits a sin or a crime does it with the hope that it will never be discovered but the defaulter is arrested in his flight, the embezzler is landed in the penitentiary, the murderer is confronted with his victim, even the smaller vices of lying, theft, slander and hypocrisy recoil upon the one who commits them; while gambling, drunkenness and licentiousness carry with them a punishment which may be delayed but never fails to come. It is not in a future life we may expect retribution but right here in this world where the sin is committed, and many a man who has masqueraded for a lifetime as the righteous Dr. Jekyll, will be found, when the strong, white light of death shines upon him, to be the weak and wicked Mr. Hyde.

Either because the temptations are less or because there is more inherent goodness in the nature of woman, she is not so subject to these terrible struggles between right and wrong, and yet many women live a double life. Far too frequently are we almost paralyzed with horror at some sudden scandal, blasting forever the name of some woman who has always borne a spotless reputation and been loved and respected by the community in which she has been playing two parts, misled by the false idea that she would escape detection. The woman who is selfish and ill-tempered at home and all smiles and amiability in public; the one who goes upon the street neatly and beautifully dressed and leaves her room upside down, bed unmade, clothes scattered about promiscuously and everything in disorder; she who gives up her time to church or society or clubs of various kinds and neglects her own home and family; all of these women are leading lives of deception and ought to be exposed.

It is said there is no royal road to fortune and it might well be added that there is no easy road to righteousness. The way is hard, there is constant temptation to turn aside into pleasanter paths, there is a never-ending struggle between duty and inclination, there is forever a contest between the carnal and the spiritual, there are weariness and discouragement and many mistakes, but the road grows easier as we near the end. Every victory achieved gives us renewed force for the next combat, and every passion subdued leaves us with an increased moral strength. What seemed so hard to overcome in the earlier part of the journey, if but successfully resisted, after awhile loses its power, but we cannot temporize with sin, thinking to yield this time and refuse the next. There are many minor questions in life which each man must decide

Digitized by Google

for himself but there are certain grand principles of right and wrong which are as old as the world and as unchangeable as the everlasting hills. Among civilized people they are the earliest teachings of childhood and there is scarcely a man or woman who can plead ignorance of these great truths. To disregard them means inevitable punishment, to obey them means ultimate reward and happiness.

If there are any among our readers who are not interested in the question of woman suffrage we perhaps owe them an apology for devoting so much of our miscellany this month to this topic. At this season of the year, (February and March) many Legislatures are in session and in a number of them New York, Massachusetts, Kansas, Indiana, etc., woman suffrage bills are pending and the subject is naturally agitated somewhat more than usual. For many years the prominent women in the cause have been going to Washington at their own expense to secure some recognition of the question by Congress. Any other great measure would have a well-paid lobby and the expenses of the delegates would be paid out of a general fund, but women as a class do not have control of very much money and they generally have to work against great odds. And so these women, many of them at considerable sacrifice, have gone to Washington, year after year, to plead for the rights of their sex. They have no personal ends to gain but are simply working for what they consider the right of women, the possession of which they believe will be a benefit to all.

And after a quarter of a century of unremitting labor these ladies were this year rewarded by securing a vote on this question in the United States Senate. The votes and pairs in favor were 24, opposed 41. The Southern members, 27, voted solidly against it, leaving 14 votes in opposition scattered among all the other states in the union. For a first vote this is considered very satisfactory and it is expected that next year the affirmative vote will be still larger.

The woman suffrage bill has passed the New York Senate, 20 ayes and 9 noes. In the Rhode Island House the bill passed with fifty-two ayes and five noes. And Kansas, brave, independent and progressive Kansas, has passed the bill by a very large majority and it has been signed by the governor, so that hereafter the women in Kansas have only to register and they can vote. May they use the privilege wisely and may the state be made better and stronger because her women assist in the government.

This question is not in any sense a partisan one. Part of the ladies will vote the Republican ticket and part the Democratic, just as men do. Which way the majority will vote can never be ascertained until the experiment is tried. There is no reason why a man should vote one way or another on this question simply because he is a Democrat or a Republican, and yet it is a significant fact that in the United States Senate last month not one Democrat voted for woman suffrage, and that in the Massachusetts Senate sixteen of the twenty affirmative votes were Republican, and six of the nine negative votes were Democratic. While of the 22 members of the Kansas House of Representatives who voted against the woman suffrage bill only 5 were Republicans, and of the 91 who voted for it only 3 were Democrats. The Republican party have repeatedly put a woman suffrage plank in their National and State platforms, the Democrats have never done so but once and that was, I believe, when B. F. Butler was elected Governor of Massachusetts. Of course all these things are purely accidental, but if the Democrats do not commence to change the record pretty soon, the Republican party will begin to take advantage of these occurrences for political capital and may ultimately go before the country on this issue.

CHICAGO, ILL., Feb. 11, 1887.

To Woman's Department.

The love of social gayety is inherent in woman. No matter how unsophisticated, how unaccustomed to the magnificent entertainments of a great city a girl may be, she wishes to join in the social whirl at the very first opportunity. This being the case it is needless to say that I, having an opportunity to go to T. P. O'Rourke Lodge No. 244, of the B. of L. F. ball on the evening of January 19, went. Being a stranger in the city, knowing hardly any one, yet like all my sex, I was curious and wanted to know everything of interest about everyone, and was fortunate in having an escort who was well posted. I informed him that I had lived all my life in a country town and so knew nothing about society in the city, but wanted to know. I told him to call my attention to everything of interest and tell me who everybody was. The first thing to attract my attention was the manner in which the guest was received by the reception committee of which Bro. K. Dollard was chairman. I was informed that he is one of the oldest members of the Order in the city (not in age) and is a fine looking man, pleasant in address. He was ably assisted by the following young brothers: J. C. Endres, M. O'Shea, E. W. Atkins and Geo. M. Whitmore, who are all favorites among the ladies. As we entered the ball room, the grand march began, headed by Bro. P. C. Winn, Past Master of the Lodge, who, I am told, is becoming one of the leading merchants of the west side. He and his lady made a handsome looking couple. The next was his assistant, Bro. Chas. Naylor, Master of the Lodge, who is a handsome looking young man and is very enthusiastic about the order and can tell you all about the laws and benefits of the Brotherhood, and is a gen-

Digitized by Google

eral favorite among his fellow-men. The lady with him was a Miss Maggie Becker, one of the beauties of the west side, among whom are the Misses Hattie Ray, May Ray, Mollie McCarty, the Collins sisters, Sherlock sisters and others too numerous to mention. The committee of arrangements consisted of Bro. J. B. Good, chairman, who is Secretary of the Lodge, and a good one, too, Bro. P. C. Winn, Bro. J. O'Connell, who is a dapper little fellow with a handsome black mustache, Bro. J. McCarty, whom they call the socialist on account of his radical ideas, but he is very prominent in the town of Kendallville, which he will be mayor of yet. I also saw Bro. J. B. Thompson and wife. Bro. Thompson is the energetic Magazine agent of the Lodge, and is ably assisted by his wife. I also saw Bro. W. E. Burns, who is a tall, handsome looking man. The distinguished guests were Mr. Ed. T. O'Shea, Grand Secretary of the B. of R. R. B. and John Downey, ex-Grand Secretary of the S. M. A. A. I had a splendid time and so had every one.

—*Cassie Street.*

WOMAN SUFFRAGE IN KANSAS.

The bill granting municipal suffrage to women has passed the Kansas Senate by a vote of twenty-five to thirteen, almost two to one. The Kansas Senate has done itself more honor than the Senate of the United States. The vote stood:

AYES—Senators Allen, Bawden, Blue, Codding, Congdon, Crane, Donnell, Edmonds, Green, Humphrey, Jennings, M. C. Kelley, H. B. Kelly, John Kelly, Kellogg, Kimball, Kohler, Miller, Redden, Ritter, Rush, Shean, Wasson, White and Young—25.

NAYS—Buchan, Case, Harkness, Harwi, Hewins, Kirk, Lingenfelter, Lloyd, Lowe, Marshall, Pickler, Sheldon and Smith—13.

Senators Barker and Granger were absent. Had they been present, Mr. Barker would have voted nay and Mr. Granger yea. The Topeka *Capital* says:

"Great rejoicing was manifested throughout the Senate Chamber when the result of the balloting was announced. An honest, just and upright victory had been won for the best element of society.'

"About a wagon-load of petitions" have been sent in to both branches of the Legislature, the Kansas City *Journal* says, asking for municipal suffrage. A small "remonstrance" has also been sent in from the town of Independence—a most inappropriate place, so far as its name is concerned, to be the source of a petition in favor of taxation without representation.

VASSAR FALLING BEHIND.

New York Cor. Chicago Herald.

A professor in Vassar college tells me that the management are really alarmed by the steady falling off in pupils during the past five years. The number now is only a little more than half that of 1875. "The cause isn't in any deterioration of the college itself," said the professor, "for it is the same noble school as ever. The trouble is that Vassar has become a thing to poke fun at. Half the new jokes about girls are put upon Vassar students. Their doings are ridiculed, exaggerated, falsified, and the very name of Vassar is a synonym for feminine foolishness. The consequence is that girls are beginning to dislike to go there. I wouldn't be surprised to see the doors of the college shut in five years more. The newspaper paragrapher will have done it."

A YOUNG college student, whose chief charm is his honesty, says: "The superior standing of college girls is owing to the fact that the girls work for all they are worth, and we work for all our fathers are worth."—*Boston Globe.*

For Woman's Department.

PARTED.

There is a wail in the heart,
For bright hopes departed—
There are tears in the eyes,
For a love that is dead;
Yet the smile must be bright,
And the lip wreathed with laughter
Tho' hope in the heart
Forever has fled.

I smile in my anguish,
While the clouds gather 'round me,
Much darker than night,
With their mantle of gloom;
For the world must not know
That in sorrow I languish,
For the one who proved false
To his vows all too soon.

I weep in my sadness,
For him who is dearer
By far, than the world
With its treasures untold;
And the future looks dark,
Wherein no ray of gladness
Comes to cheer my lone heart
While I weep all alone.

Ah! sad is our life,
When encompassed by sorrow,
And the blue vault of heaven,
Is hidden from sight;
When the bright hopes we've cherished,
Are enshrouded in darkness,
And our day-star has set
In the blackness of night.

—*Mrs. Nellie Bloom.*

WEST OAKLAND, CAL., Feb. 14, 1887.

TAKE MY ARM.

Men are quite willing that women should do a hundred things which are physically more laborious than casting a vote. The solicitude some of them express for fear suffrage may injure the health of women recalls a story told by Miss Eastman. When school suffrage for women was still a new thing, a hard-working woman appeared at the door of the polling-place in a country town, to cast her first vote. A local politician instantly bustled up to her, and offered his arm with great gallantry to escort her to the ballot-box, saying, "Let me assist you, madam." The woman looked at him, and answered:

"If you had been around this morning at five o'clock, when I was making the fire, bringing in wood and water, and getting breakfast, I might have been glad of some help; but if it is only about dropping this bit of paper into the box that you want to help me, I think I can do that myself." And she did.

MRS. L. P. LOWE has been elected State Librarian by the Tennessee Legislature. There was an exciting contest between the five candidates, all estimable ladies, and Mrs. Lowe did not win until the twenty-fifth ballot was taken. She is the widow of a Methodist minister, who left her penniless. Mrs. Lowe took the money she received from the insurance on his life and paid it to settle his debts, saying that not one blot should be left on her dead husband's name, "even for the sake of a living wife and eight living children." Since then, Mrs. Lowe has earned a support for herself and family with her own hands.

Digitized by Google

DOES IT PAY TO BE A WOMAN?

Lulu Huron, in Woman's Journal.

Does it pay to be a woman? That depends upon the society and form of government under which she lives.

If she is a French woman, it may pay, but if of some other nations, it does not.

As a teacher, does it pay to be a woman? Let New York answer for the Eastern States, Indiana for the Central, and Iowa for the Western. In New York, in a grade where a man receives $900 per year, a woman receives $500. Does it pay her to lose $400 a year for the circumstance of being a woman? In Indiana, in country districts, a man gets from forty cents to $1 per month more than does a woman for the same grade; in town from $2.40 to $60, and in cities from $4 to $113 more. Iowa pays a woman an average of only one-half as much as a man, while the average grade of the women's certificates is higher than the men's.

Does it pay to be a woman? The ruling of the different departments at Washington gives another emphatic negative. In the treasury department the committee for recounting and sealing damaged money and bonds consists of two gentlemen, each receiving $1,800 a year, and one lady, who receives $1,200. In the office of the Comptroller, at one time, a man clerk became so dissipated that he was removed to an inebriate asylum. A lady in the same room in addition to her own duties, performed the work of the absent clerk, and her salary was $900 a year. The $1,800 she earned at the other desk was paid to the drunkard in whose name she earned it.

In one instance a lady was placed at an $1,800 desk just vacated by a man. For $900 she performed her duties as promptly and correctly as he had performed his. She was afterwards awarded $1,200 but it cost her $600 to be a woman.

A woman's fare when traveling is as high as a man's. She does not get her fuel or her beefsteak for less. Her telegrams do not go any cheaper; her merchant and grocer do not reduce prices for her; she pays two cents for two postal cards, and four cents for two letter stamps; there are as many working hours in her working day as in his; and for the same hours and same toil she receives only one-half as much as he does when he receives his lowest.

In view of these points, does it pay financially to be a woman?

Y. W. C. A.

The new quarters of the Young Women's Christian Association, lately opened in East Fifteenth street, near Fifth Avenue, are in one of the handsomest buildings in New York. It contains a hall seating six hundred people, a library, and about thirty class rooms and reception rooms, including an art class room, with skylight, on the top story. The sixth, fifth and fourth floors are devoted to art, choir music, stenography, type-writing, commercial arithmetic, bookkeeping, writing, modeling in clay, applied designing, machine and hand sewing, and cutting and fitting. The library, on the second floor, contains 10,000 volumes. The Association has been in existence for fifteen years. Its aim is to enable young women to support themselves. The number of applicants has of late been some 1,500 annually. The employment bureau is free, and so is the instruction. Students supply the material used by themselves in the classes.

BEAT YOUR OWN WIFE.

In England, if a poor man assaults a woman who is not his wife, in order to rob her of half a crown, he is liable to five years' penal servitude and a flogging. But when Mr. Albert Dixon Hewitson, stockbroker, was convicted the other day at Macclesfield of having violently flogged his wife in order to compel her to give up to him £2,000 left her by her father under the Married Woman's Property Act, he was only sent to jail for two months. This may strengthen the argument of learned gentlemen who oppose the property rights of married women as likely to cause dissension families but it certainly does not prove that all husbands are fit to be trusted with the control of their wives' money.

COMMON SENSE.

The Albany *Evening Journal*, the eminent Republican paper of New York, in its leading editorial on the woman suffrage debate and vote in the U. S. Senate, says: "Whatever may be thought of the propriety of woman suffrage, it cannot be disguised that the tendencies of the times are all in favor of putting women on an equal plane with man. It has always seemed preposterous that general suffrage should be given to men regardless of their qualifications, while it has been denied to women regardless of their capacity and ability to discreetly comprehend what that right involved. The trend of public sentiment during the nineteenth century has been altogether in favor of giving woman every right that man has had. Looking at the question in the abstract, it is difficult to understand why a mere difference in sex should involve a difference in the rights of humanity. If an educational qualification were imposed upon the rough scuff and scum of male voters, and if women who were gifted by education and by experience, and who thoroughly comprehended what the right to vote meant, were given the elective franchise, there might seem to be some equilibrium established in the matter. But to open the polls to every tramp, inebriate, or idiot who can handle a ballot and make his way to the ballot-box, and to deny to women who represent property interests, intelligence and education the right to take part in the choice of those who are to administer public affairs, seems to be a barbarism not fit for the enlightened age in which we live."

PROPERTY RIGHTS OF WOMEN.

The secretary of the Women's Press Club told an interesting story at a recent meeting of the club at Washington, as to how the first woman's property law in Mississippi originated. Her father, the late T. B. J. Hadley, of the Mississippi State Senate, was awakened early one morning by the knock of a well-known non-professional gambler, who said he had just won from a mutual friend all the property he had—his two plantations, his horses, everything. "I could turn his family out of doors to-morrow, if I wished," he said. "If I give his property back to him, it will go the same way. I cannot put it in his wife's name, for the law forbids. I have waked you up because I know you will be ready to do a good deed. I want you to have a law passed giving women the right to hold property in their own names. Do it to-morrow, and I will turn over the whole property to the wife." That day Senator Hadley introduced the bill; it immediately passed, was sent to the House, passed, and received the governor's signature before night. "In that way," concluded Senator Hadley's daughter, "was passed what I believe was the first legislation of the kind in the United States."

MAY THEY SUCCEED.

The National Labor Convention, at Cincinnati, incorporated in its platform, which was unanimously adopted, the following resolution under the head of "Equality;"

"The right to vote is inherent in citizenship, irrespective of sex."

Several women were present as delegates, and the large meeting was quiet and orderly. One of the reports says: "The most notable thing about the oratory was the high character of that shown by the lady speakers." Among these were Mrs. Severance, of Wisconsin, who put in a good word for woman suffrage, and Mrs. Emery and Mrs. Culbertson, of Michigan. Elizabeth Berner, of Missouri sent a letter saying that 200,000 Missouri women were anxiously awaiting the action of the convention on woman suffrage, and hoping it would be favorable.

YOUNG WIFE—I am determined to learn at what hour my husband comes home at night; yet, do what I will, I cannot keep awake, and he is always careful not to make a particle of noise. Is there any drug that produces wakefulness? Old wife—No need to buy drugs; sprinkle the floor with tacks.

Digitized by Google

OUT IN THE WORLD.

The daily morning prayer of the male Jew in all ages past, ten thousand, and thousands of thousand times repeated is, "I thank Thee, Oh God, for not having created me a woman."

In his new volume of "Twenty Sermons," Rev. Phillips Brooks has a sermon on the text, "Make the Men Sit Down." A good theme for this restless, busy age. It needs to be supplemented by another, "Let the Women Stand Up."—*Christian Register.*

Mrs. Helen M. Gouger, asks if the United States Government does not need the voice of the 5,000 educated female school teachers of Indiana, as much as it needs the voice of the 240 male criminals who are on an average sent out of its penitentiary every year, and who go to the ballot box.

Twenty years ago, women could not vote anywhere. To-day they have school suffrage in twelve States, full suffrage in three Territories, and municipal suffrage in England, Scotland, Ontario, Nova Scotia, New Brunswick, and British Columbia. The tendency of the times is so evident that even opponents of woman suffrage mournfully admit that it is "certainly coming."

In Iowa 955 women own and direct farms, 18 direct stock farms, 5 own greenhouses, 90 manage market gardens, 13 serve as county superintendents, 37 manage intermediate institutions of learning, 125 are physicians, 49 are registered pharmacists, 5 attorneys-at-law, 10 ministers, 3 dentists, 110 professional nurses, and one is a civil engineer.—*Chicago Tribune.*

The effect on the health of women produced by sixteen hours per day of cooking, dish-washing, sewing, sweeping, baby-tending, and numerous other labors that constitute the sum and substance of housekeeping has never disturbed the digestion or conscience of men. They are concerned about the health of those women only who enter remunerative occupations or seek for "higher education."—*Indianapolis Sentinel.*

Cincinnati has a lady engineer, probably the first and only one in this country. Her name is Miss S. Brennan, and she is matron of a young ladies' seminary. There had been much trouble with the heating apparatus, when she took the matter in hand, studied up the science of steam heating, introduced many improvements; then went before the board of inspectors and, after passing a first-class examination, received her license.

GEORGE WM. CURTIS says: "A woman may vote as a stockholder upon a railroad from one end of the country to another. But if she sells her stock and buys a house with the money, she has no voice in the laying out the road before her door, which her house is taxed to keep and pay for."

Mr. Curtis may well ask "why, in the name of common-sense," this should be thus.

PREACH SOCIAL PURITY.

Miss Frances E. Willard, as president of the national W. C. T. U., has issued an appeal to ministers of the gospel and mission workers to aid in the promotion of social purity. The letter concludes with these earnest, eloquent words: "For the sake of God, and home, and native land let the pulpit speak out. Let every seeker after pardon know that the impure thought of his heart and the unchaste word of his lips must be thrust aside forever; let every woman understand that complacent indifference concerning the moral character of her male associates, or bitter contempt for degraded women, cannot be coupled with a public profession of religion; let the repentant man of impure habits realize that he must make proper restitution to his frail victim before he may lay his gift on the altar; and let the unholy woman feel that the mercy-seat was erected as much for her as for the unholy man. Let these truths be clearly and faithfully taught to the people, and the rules of conduct they demand fearlessly enforced among believing Christians, and the church of Christ shall go forth 'fair as the moon, clear as the sun and terrible as an army with banners.'"

WOMEN AS VOTERS.

Under the above heading, the Topeka *Capital*, rejoicing in the passage of the Kansas municipal suffrage bill, makes a common sense statement of the case as follows:

There is nothing but illusion in the expressed fears of some persons, that to make voters of women is to unsex them. In all local affairs of a social or religious nature women are the best workers, and they are the best planners. If a church is to be erected, if funds are to be raised for the poor or for any specific purpose, women are always consulted, and they are always ready to do their own part, and are often required to do much of the men's part. Did any woman ever lose the love of her husband, the esteem of the community, or her own self-respect, by doing work of that kind? Women are just as much interested in good government as men are, and they have quite as clear a conception of what ought and what ought not to exist, in the community or the State, as men have. Women have as much to live for as men have; they know as well what is needed in the family and in the neighborhood as men do, in all matters pertaining to the social and moral well-being of the people. Women are the wives of men and mothers of children; they keep watch at the very fountains of life. Who can know more of the frailities, the follies, and the tendencies of mankind, than women? Who can better understand the need of a community of people than women who have the custody of young people, middle-aged people, and old people in the homes? A woman who is fit for a man's wife, is fit to vote whenever he votes. A woman who is fit to have the care of a family, is fit to have a voice in the government of a community; and every man, when he marries a wife, declares, by that act, his confidence in at least one woman as to all these matters—wifehood, motherhood, and family control. That ought to settle the whole matter. Women who vote will be just what they were before they voted, only more powerful. Good women will remain good; bad women will get no worse. It will be found in practice that women as voters, will attend to their political duties just as they attend to their social duties. Tender-hearted people will be surprised to find that voting will have no bad effect upon women.

The case of Mrs. Professor Emmons should open the eyes of women to the helplessness of their position and their need of the ballot. Professor Emmons wished a divorce. He charged his wife with insanity. Mrs. Emmons was brought into court to let a trial decide whether she was insane. There, in a crowded court-room, the judge, the jury, the lawyers, all men, she stood to prove her sanity. The court ordered that no women should be admitted. The New York *Mail and Express* rejoiced at the exclusion of women "whose curiosity led them to crowd divorce trials." It did not occur to the *Mail and Express* that when women may be arraigned, as Mrs. Emmons was, their sanity and their domestic life both under discussion, and they themselves helpless, other women not only may be "curious" but must be anxious to know what the law may do to them, since men alone make the laws and hold women subject to them. Neither did the editor consider what it must have been to Mrs. Emmons, on trial of her sanity, to be deprived of even the support the presence of women would give. Surely women need a voice in making laws.

The *Western Star*, being invited to publish a weekly column devoted to woman suffrage, answered, somewhat cavalierly:

"Not by a 'jug full.' What in the creation do we want women to vote for? There is enough uncertainty in politics now without giving the women the right of suffrage. What we need in Kansas is housekeepers, not voters."

Whereupon the Coldwater (Kan.) *Echo* sarcastically remarks to its discourteous contemporary:

"Why, Mr. *Star*, do you think one of your columns devoted to women's suffrage would gain that right for them? If it did, it is likely that your jug would be empty all the time. If there is but one woman that wants to vote, she should have the privilege."

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.
Subscriptions must begin with the January, April, July or October number and expire with the year.
Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.
Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.
Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

APRIL, 1887.

Kickers.

MONTEREY, CAL., March 1, 1887.

Editor Locomotive Firemen's Magazine:

This is rather a queer subject to select for an article for the Magazine, yet being a member of the Brotherhood and in a position to observe its inner workings and to study the character of the men who constitute the element that answers to the term "kicker," it seems fitting to pass upon the different classes that represent this branch of our fraternity. There are two classes, the *conscientious* kicker and the *chronic* kicker, and it is the conscientious kicker that I desire to mention first.

The member of the Brotherhood who takes upon himself the obligations of the Order and enters into the work that falls to the lot of all that are faithful in the discharge of their duties, is brought in contact with brothers who are constantly neglecting to attend meeting, and failing to fulfill the obligation that they have taken; and the faithful member, realizing how much benefit is derived from our organization, strives in every way possible to advance the welfare of his Lodge, and the Brotherhood. You always find him present in his Lodge, and at all times taking an active part in all questions of debate, while he also is ready to call attention to any thing that is a detriment to the Lodge or the Order, such as non-attendance at meetings, non-payment of assessments and dues, neglect in observing the proper discipline in the lodge room, all of which are detrimental to the Lodge and the organization. This, the brother realizes, and at every meeting he appeals to the members who have fallen into this condition, to come forward and help to carry on the work of the Lodge, and for doing this, for thus pleading for the good of the members and the Brotherhood, for so carefully looking after the welfare of the Lodge, he is christened a kicker by the very element he is endeavoring to assist.

There are a large number of Lodges in the organization that owe their existence to a few faithful men who have carried on all the work, while there has been this other element ready to condemn them, and brand them as kickers and men that "run the Lodge," and other terms not so endearing, simply on account of their earnestness of purpose. These are the *conscientious* kickers and they are the very men who have been carrying forward the work of our Order.

That class of kickers I admire, for they kick for a good purpose and the very men that give them that name are the ones to blame, for if they only did their duty there would be no cause for complaint. We can't have too many of this first class of kickers in our Lodges, and while I do not admire the title conferred on them, yet I say to them, as long as you are working in the interest of your Lodge, kick, and kick hard.

The *chronic* kickers now engage our attention, and we desire to dissect them and see if we can discover anything that is commendable in them. We will look at them before they enter the Brotherhood; we see in them a class of men that are constantly grumbling and fault-finding, never pleased with anything, careless in their work and continually at outs with some of their associates. There is mention made of a Lodge of the Brotherhood being organized in their locality, and, characteristic of that kind of men, they are the first to come forward and the most earnest advocates of the organization, and to all intents and purposes they enter the Order for the purpose of obtaining all benefits, believing it is to their best interests. The Lodge is organized and for a time we find them very good members. They attend meetings quite regularly, and we believe that the Brotherhood is doing something towards improving them, when there suddenly comes a change, and these gentlemen commence their kicking, not in the interest of the Order, but against everything that tends to advance the Brotherhood; not a move is made by the Lodge but that they condemn it, not an officer knows his business, nothing suits them, everything is run in the interest of a few men. This is their song and they do nothing but stand by and censure and deride.

Now we will take a look at these gentlemen's financial standing, and we find that they never pay an assessment on time, but that during their membership, they have been constantly delinquent; look over the records of the meetings and you cannot find where they have attended three meetings in a year; they know nothing about the secret work or laws of the Order, and all the evidence you can find that they belong to the Brotherhood is the "Big B" (about the size of a mule shoe) worn in the most conspicuous place on their apparel. These members constitute the *chronic* kickers of our Brotherhood, and are a curse to any Lodge that is so unfortunate as to have admitted them. These men never have a good word for the Lodge they belong to, or for any officer, they condemn the laws, find fault with the Grand Lodge management and have a growl for everything and everybody, and yet these very men who do so little good, and create so much dissension are always the first to demand aid from their Lodge when misfortune overtakes them, and they always expect that the members of the Order will open wide their arms and receive them and do everything for them that is required, and when this is done, and prosperity again dawns upon them, they forget the brothers that were kind to them, and go at their old trade, "kicking," and condemn

Digitized by Google

the very men that assisted them. Ofttimes we meet these gentlemen and we hear them express themselves, and while the arguments that they advance against the Lodge, its members and the organization, have about as much sense in them as a pine stick, yet they make it very disagreeable to men that are doing their duty and striving to build up their Lodge. We have only one wish for this kind of kickers, and that is that the conscientious kickers I have mentioned had equal power of eloquence with the power contained in the off hind leg of a mule, and would kick them out of the Brotherhood.

Under the new laws enacted at the last Convention, the doom of these men has been sealed: they realize that to be a member of the Order under the new laws means, *Pay your assessments and dues; attend meetings and live up to the laws;* and while there is a general howl going up from this class of members (who are delinquent for monthly dues to their Lodge for a year, and a year and a half, and to the Grand Lodge for six and eight assessments) we say to them, if you do not wish to be workers and contribute to the support of the organization, then step down and out, we can dispense with your services—*Chronic* kickers can go—*Conscientious* kickers, kick hard, until every man who neglects his duty, fails to support the Order and his Lodge, is weeded out.

Latin.

MICHIGAN CITY, IND., February 11, 1887.

Editor Locomotive Firemen's Magazine:

After waiting a few minutes, I find I will have to shake the grates and sift out a few light sparks from No. 300. Since last heard from, we have taken on several new passengers, and as we have the right of the road, we seem to be running very smoothly here in this sandy soil. A few journals run warm occasionally, but by frequent use of the gavel, and kind words and acts, we are able to make our running time.

Bro. Hewett is constantly on the lookout for green signals, and soon has the orders ready, while Bro. Manny, at the desk, is taking down the names of the new passengers who are getting on board.

At the last station our passengers numbered forty-two, and still more are coming, and we will soon have to go double-header. Bros. Henry and Whitley think they are the whole business, as they do all the collecting and receiving of fares. They are the brass buttons of our little train. The orders by which we run, this year, seemed somewhat difficult at first, but the boys think, after we become more accustomed to them, we will like them better.

Bros. Wilson, Cook, Reid, Freeman, McLain, Kenefick, Faulhobber, and a few more of the boys, have sworn off breaking Wilmington lumps, and at present are comparing watches and reading orders. Bro. Clader's big laugh, which he has, seems to be more so, lately, than ever. Of course, we don't know what it all means, but the supposition is ——. Joe believes in the Bible to a certain extent, especially where it says:

"It is not good that man should be alone,"
But unto himself a wife should take.
Verily, Joe should have a wife and home,—
Yes, ten cent cigars, we'll smoke 'em straight.

We miss Bro. Freddie Cross. His smiling face at our meetings was ever agreeable, and we think he might come home occasionally to see the boys. Our coach is just out of the shop, where it underwent a general overhauling, and now we think we have about the finest place of assembly of any of the three hundred and forty-one Lodges, and a general invitation is extended to all brothers for inspection, and I think, if Bro. Hannahan knew the writer hereof, he would come and fulfill his promise. Death, the relentless foe of mankind, came to the happy home of Bro. and Sister McLain, on the morning of February 1st, and with his icy fingers touched the rosy lips and sealed the bright eyes of their young and only daughter, forever. For the first time the family circle was broken, and the first link in the heavenly chain was formed.

Weep not for those who sink within the arms of death,
Ere yet the chilling wintry breath
Of sorrow o'er them blows.
But weep for those who here remain,
The mournful 'heritors of pain,
Condemned to see each bright joy fade,
And mark grief's melancholy shade,
Flung o'er hope's fairest rose.

May He who doeth all things for the best, comfort the bereaved hearts of the grief stricken family.

Kalamazoo Accommodation.

Condition of American Workmen.

Editor Locomotive Firemen's Magazine.

"A single illustration, says a political writer in one of the daily papers of New York, will abundantly establish my proposition as to the vast superiority of our wage-workers as a class, in intelligence, social and pecuniary ability, over that of any other nation in the civilized world.

"In the six New England States the estimated amount of the surplus earnings of workingmen and women now on deposit in the savings banks of those states, is one thousand million of dollars. The amount shown by the last annual reports made to the state authorities by our city and state savings banks, is five hundred and thirty-four millions of dollars, owned by one million two hundred and eight thousand individual depositors. Ninety per cent. of the depositors owning ninety per cent. of the deposits are said to be wage-workers of our city and state, so that we have among us throughout this state one million eighty-seven thousand two hundred wage-workers, with surplus earnings in our savings banks amounting to four hundred and eighty millions six hundred thousand dollars. But aggregating in the six New England States and the State of New York one thousand four hundred and eighty millions six hundred thousand dollars of surplus capital bearing interest, belonging to the wage-workers in but seven states of our Union."

When I read such articles as the above, and so much as is now current in our newspapers relating to "Wage-Workers," "Knights of Labor," "Strikes of Labor against Capital," I feel like asking myself "who are the capitalists but such as these?" Let them ask their representatives, the directors of these companies what their investments of *one thousand millions* are secured by. I believe it will be found in the securities of the companies they are working for, if so they have it in their power to demand that labor and the wage-earner shall have their just rights. In this case labor is capital, and capital is labor.

Well-D

Digitized by Google

BARABOO, WIS., February 26, 1887.

Editor Locomotive Firemen's Magazine:

On the night of February 14, Baraboo was surprised by the grand reception given by Alpha Lodge No. 26, B. L. F. Well, the night arrived, and so did every body else, at least it had that appearance. The reception was held in Swineford Hall, which was elaborately decorated, with oil paintings, numerous pictures of ocomotives, and flags. The stage and music stand were carpeted and decorated with blue and white streamers, while overhead the stars and stripes were displayed. Slocum's full orchestra band of thirteen piece s furnished the music. In the center of the stage, facing the dancers, was displayed the letter F. with three gold horse shoes attached, and in he center of the hall another letter F. five feet long, with the letters B. of L. F. on . A headlight in the gallery flashed its light upon the letters and the decoration, and contributed immensely to the beauty of the hall, which was the admiration of all. Two headlights, one on each corner of the stage, and one outside with red light attached, was said by the boys to be a signal for another dance. The dancing was kept up till 11:30, when supper was announced at Watson's, the Railroad Eating House. The supper was superb, the grandest the people of the city ever saw at a reception. Returning to the hall from Watson's, the rested and rejuvenated ladies and gentlemen, two hundred couple, resumed dancing, and kept it up until 5 o'clock in the morning. We had anticipated the company of Bro. Hannahan, but were disappointed. We wore our regalias which added much to the appearance of the boys. The ball was a grand success, socially and financially. With due credit to all, I am fraternally. *Dick Old Boy.*

TORONTO, ONT., February 4, 1888.

Editor Locomotive Firemen's Magazine:

The boys of Div. No. 70, B. of L. E., and Dominion Lodge No. 67, B. of L. F., held their fifth annual ball and supper at the Occident hall, on December 28, 1886. It proved to be a very successful and pleasant affair. The Engineers' and Firemen's Circle occurred at 9:30. which was followed up by waltzes and quadrilles until the wee sma hours, when the merry party adjourned, delighted with the evening's entertainment. The music, which was excellent, was furnished by Mr. Obernier, leader of the Toronto Opera House orchestra. Occident hall never appeared more inviting than on this occasion. From the center of the ceiling, and reaching to each corner of the hall, bunting of different colors was attractively displayed. The walls were covered with flags and shields, representing the different states and countries where the great Brotherhoods have a foothold. An assortment of lamps of all the different sizes and colors, used for railroading, were suspended in the hall, and presented a novel and striking appearance. They were kindly loaned us by Mr. Noah L. Piper, for the occasion. The guests of the evening included Alderman Steiner, representing the mayor of our city; John Leys, M. P.; E. T. Clark, M. P.; A. F. Jury, P. Clark, mechanical supt. Mid. Div. G. T. R., and R. Patterson, our local foreman, to whom many thanks are due for his kindness in letting off so many of our boys for the occasion. Of the committee in charge of the affair, and the success of which reflects the highest credit upon each and all, Sidney Vaughn was chairman, Jas. Pratt, secretary, and Jas. Christie, treasurer, assisted by J. Wallace, J. Lamb, R. Reid, G. J. Nottingham, J. Christopher, C. Nettleton, J. Johnson, J. Addi. Geo Crowhurst, W. A. Stewart, W. Abernetting, J. Wells, R. Pearson, W. B. Holmes, Robert Turton, W. J. Brent, and J. Kew. These brothers worked hard and made the ball one of the most enjoyable ever held in this city.

Knight of the Scoop.

BROOKFIELD, MO., February 20th, 1887.

Editor Locomotive Firemen's Magazine.

Our Lodge, Phoenix No. 23, is experiencing its share of vicissitudes. In September last, Brother John Downs led to the bridal altar one of Brookfield's fairest daughters, and but a few days ago, he laid her in the church-yard. Their honeymoon was brief, and its ending mournful. Brother Downs has the sympathy, not only of the Lodge but of the entire community. Brother Chas. McKay, formerly of 222 but now one of 23's esteemed members, was united in marriage, January 19th, to Miss Ella Tooly, on which occasion all who were so fortunate as to be present had a good time. The bride and groom were the recipients of many presents, useful and ornamental, as also of the warm congratulations of a large circle of friends. Brother Maurice Griffin was united in marriage to Miss Katie Mulligan, on Friday, February 15, at the Catholic church, and they start on their matrimonial voyage with the best wishes of all. Next, is the sad intelligence of the death of Bro. Luther Doan, who died of quick consumption on the 13th inst. He leaves a young wife and child to mourn his loss. They have the sympathy of the entire community. *Uno.*

BOSTON, Mass., February 27th, 1887.

Editor Locomotive Firemen's Magazine.

The tenth annual ball of Boston Lodge No. 57 occurred on February 10th, under the most favorable auspices at Odd Fellows' Hall. The grand march began at 8:30 under the leadership of Bro. Frank Beadle and lady, while the strains of music from Edward's band made merry the tramp of many feet. There were about 380 couples in attendance, in fact more than the spacious hall could comfortably accommodate, but the hours passed very pleasantly and at the midnight hour a collation by Tifts was attended to with neatness and dispatch, after which the dancing was continued till the "wee sma' hours." Altogether it was a great success and much credit is due the committee, Bro. A.W. Spurr, for the admirable completeness with which everything was arranged and carried out. *Straight Stack.*

A CERTAIN Lodge in the Blue Grass region until recently had a copyrighted improvement upon the quarterly pass which even a Grand Officer could not masticate or digest. The said word has been retired from active service and is now on exhibition as an antiquarian relic.

Digitized by Google

R. R. Y. M. C. A. Rooms,
Atlanta, Ga., February 17, 1887.

Editor Locomotive Firemen's Magazine:

It may be of interest to you and your readers to know something that was done here during the visit of Grand Master Sargent. Knowing that Mr. Sargent was to be here on the 16th of February, the R. R. Y. M. C. A. issued invitations to all firemen to be present at a reception to be tendered them by the Association.

Mr. F. P. Sargent, it was announced, would be present and participate in the exercises. Accordingly, on the night of February 16th, the hall of the R. R. Y. M. C. A. was filled with firemen and their families. A varied literary and musical programme was rendered, which, with the addresses, serving of refreshments and social, made a very pleasant evening for all who were able to be present. Mr. Sargent made a good impression by his hearty manner and interesting remarks. He won the sympathy of the audience by relating a few pathetic incidents as connected with his work in the Brotherhood of Locomotive Firemen.

He commended most heartily the work of the Railroad Department of the Young Men's Christian Association, urging every fireman to help it in every way possible. He said that its work lay right side by side with that of the Brotherhood and aimed to help men to be truer, nobler, better men.

The Railroad Secretary made a few remarks upon the objects of the R. R. Y. M. C. A. Mr. H. F. Waters, Master of Kennesaw Lodge, No. 247, spoke a few words. A general good time was had by all. I should be glad to give you a detailed account of the programme rendered, but I fear that I should infringe too much upon your valuable space.

In conclusion, let me say, Mr. Editor, that when the Brotherhood Convention meets here in 1888, the Railroad Department of the Young Men's Christian Association will do all in its power to make the Convention a success, and that the Railroad Secretary will give any assistance which it is possible for him to render. Yours, for railroad men,

W. R. Bosard,
R. R. Sec'y Y. M. C. A.

Renovo, Pa., February 13, 1887.

Editor Locomotive Firemen's Magazine:

I will write a few lines to acquaint the Brotherhood with the fact, that West Branch Lodge, B. of L. F., No. 338, is in a flourishing condition. It was organized on the 7th of November, 1886, by Bro. H. W. Rouscup, Master of Garden City Lodge No. 50, with only eight charter members, and it now has a membership of fifteen. They are of the true Brotherhood stamp, and could be nothing else if they follow the advice of Bro. Rouscup, for he, as a man and brother, is of the true type. The members of 338 all take an active part in promoting the welfare of the Lodge, as every member should do who pretends to be a Brotherhood man. The high and binding obligation resting upon a Brotherhood Fireman, is to pay dues and assessments, to be in good standing in his own Lodge, and in the Grand Lodge. This done, when the Grand Master of the Universe calls us to that Grand Lodge on high, we shall be found in good standing there.

Fraternally your, ——.

Personals.

Joe Wheeler is as loyal as ever in his devotion to the Brotherhood.

H. H. Burrus, formerly of Little Rock, and one of our most widely-known members, is now running out of Wyandotte, Kan., on the K. C., W. & N. W., and his many friends will be glad to know that he is meeting with excellent success.

Grand Master Sargent had the pleasure, recently, of meeting Captain A. Grovenstein, one of the most popular conductors on the Central Railroad, of Georgia. Bro. Sargent was most favorably impressed with the conductors and trainmen generally on that line.

Since writing the item which appears elsewhere in regard to the loss of Grand Master Sargent's grip, the said grip has arrived by express and all is serene again. The intimation that the grip was held for board is a malicious campaign falsehood, which no one will doubt after seeing it.

Our good friend, N. S. Outler, of No. 246, is temporarily following the avocation of book agent, in which capacity he is meeting with gratifying success. His bland smile and pleasing manners will be a sure protection to Bro. O. against the perils that ceaselessly threaten the members of that profession.

Chas. H. Salisbury writes from Atchison as follows: We had the pleasure of meeting Mr. J. L. Monaghan, Grand Master of the Switchmen's Aid Association, who was in our city doing good work for that Order. Mr. Monaghan is a gentleman in every respect, and the Switchmen have every reason to feel proud of him.

On his recent tour through the Southeast, Grand Master Sargent met a number of railroad officials, among them General Managers, Superintendents and Master Mechanics, and all of them, without exception, spoke in terms of the highest commendation of our Brotherhood. Bro. Sargent is extravagant in his laudations of the courtesies bestowed upon him by those gentlemen.

Nearly every branch of industry is represented in our membership. The latest departure is that of Bro. Nichols, of No. 247 who has opened a shop in the country and is now shoeing mules with neatness and dispatch. He has a particular hankering after the government variety and if he will come this way when trade gets dull we will guarantee to keep him busy during the summer months.

A strange fatality seems to hang over our esteemed Grand Master. On a recent trip East, his valise met with a mishap and had to be brought in on one side. After undergoing repairs, the G. M. started for the South, and at Augusta some gentleman, with great solicitude, kindly walked off with the ill-fated valise, while its owner was eloquently expounding the principles of the Brotherhood to a chosen few who had called at the hotel to pay their respects. But the G. M.'s woe did not end here. Leaving Augusta, the train stopped for dinner, and while satisfying his interior yearnings, some other gentleman appropriated the Grand Master's hat and left an overwhelming sombrero in its place. When Frank reached his destination he entered the nearest hotel, smiling blandly, so as to dissipate the impression that he might be a cowboy. After registering his name, he asked to be assigned to his room, when the clerk, after scrutinizing him closely, asked him if he had any baggage. The answer being in the negative, the clerk observed: "One of the rules of our hotel is that persons without baggage must pay in advance." The necessary cash was paid over, a new hat was bought (by proxy), and the G. M. reflected upon the cruel experiences of an innocent abroad. The return trip to Terre Haute was made *light*. The return of the *grip* is awaited with becoming patience.

Digitized by Google

THE Locomotive Firemen of the Denver and Rio Grand Railway, and the Atchison, Topeka & Santa Fe Railway have ormed a Mutual Benefit Association for the relief of sick and disabled members. We have received a copy of the constitution and by-laws of the association and fully endorse the aims and purposes therein set forth. M. Orf, of Pueblo, is President, J. D. Bradshaw, of South Pueblo, is Vice President, and C. S. Walker, also of South Pueblo, is Secretary and Treasurer. We bespeak for the M. B. A. a prosperous and useful career.

Union Meeting.

LOUISVILLE, KY.

On the occasion of Grand Master Sargent's recent visit to Louisville, a grand ball was given in connection with the union meeting. The whole affair was a most pleasant and interesting one and reflected great credit on the brethren of Falls City Lodge. Following is the account given in the Louisville Courier-Journal, viz: The Brotherhood of Locomotive Firemen gave their annual ball last evening at Liederkranz Hall. Before the dancing began a meeting of the Order was called to hear some addresses from well-known citizens. Hon. Charles D. Jacob was down on the programme for the opening speech, but was absent. Mr. J. J. McAfee, therefore, delivered the welcoming address, entertaining the audience in a witty and appropriate manner. Mr. F. P. Sargent, Grand Master of the Order, then spoke, relating the history of the society, and presenting statistics showing that it has throughout the country 30,000 members, and in this city 140. After Mr. Sargent Gen. Alpheus Baker delivered the following speech:

I am sincerely happy to have been permitted by your kind invitation to participate in the enjoyment of this interesting occasion. Behold how good and pleasant it is for brethren to dwell together in unity! We are satisfied to see here to-day this harmonious union of a great brotherhood, who have assembled to deliberate about that which may promote their moral, social and intellectual welfare. They are the hardy sons of a numerous family linked together by the strong ties of common dangers and identical interests, appreciated by their employers and regarded by their fellow-citizens of every class with those sentiments of respect and admiration which are due to men whose lives are signalized by labor, sobriety, fidelity and courage, and made honorable by the discharge of arduous duties, in the face of constant peril that confronts them. These are the men who, helping in the successful performance of perhaps the most amazing work of modern civilization, daily and nightly compass the land with their toil and journeys.

In former times among the voyagers of the world it was the sailor who excited the interest of mankind. Mythology, fable and history have celebrated his adventures, from Dædalus and Sinbad to the mighty Argonaut of 1492, and crowned with honor the vocation of those who go down to sea in ships; who lay their hands upon the ocean's mane and combat with the storms which blacken and heave its world-encircling water. But here are the sailors of the land; and that civilization, which, in our day and perhaps within the memory of some who now hear me, has transformed the means of locomotion upon it, in doing so, has evoked for these voyagers dangers as formidable as those which brood upon the wastes of the sky-shored and unplanted sea.

Not many years ago, comparatively with the age of the world at least, the inquiring eye of a practical philosopher detected, in the clear water, where it had remained unnoticed from the beginning of things, a most mighty Geni; and he summoned it forth, as the African magician did the slave of the lamp, to do that work which no other agency of earth or air was strong enough to master. And it obeyed the summons--this powerful and terrible slave of that lamp which lights the paths of progress through the world--rose from its crystal hiding place, and came forth to become the mightiest slave of civilization and work in the lead of her audacious enterprise. It submitted its energies to be harnessed with steel, and we see it daily performing wonders which eclipse all that imagination ever dreamed of in the Arabian fable. We see it conquering time and annihilating distance; transporting, not one but a thousand, palaces in a night, with all their sleeping inmates from one climate and country to another; taking up armies with their cannon and supplies and whirling them, unfatigued by "dreadful marches," to distant battlefields, over rivers and sometimes under mountains, with the speed of the swiftest race-horse. It has bidden the sun stand still on Gibeon and the moon in the valley of Ajalon; for the journey on which formerly many suns and moons would rise and set may now be accomplished while the same sun, which from the rosy east had seen it starting, yet hangs above the western hill to look upon its close.

But this slave is as dangerous as he is powerful. He must be managed, and these are the men who help to manage him. He must be fed with fire, and these are the boys that feed him and tempt the booming flame to wake up all his power. He must be kept upon the track; for a single bolt involves more ruin than the fleetest rider ever faced, and these are the daring jockeys that stick to him at every plunge.

Besides, the perilous track on which he runs is laid for no dash of a single quarter; for no unconquerable Ten Broeck-stride of 1:38¾ to the mile, in some world-watched four-mile heat. It is a long track over which this cavalry that rides the iron horse must charge; in this country alone long enough to wrap more than five times round the center of the globe. Because we Americans are not obliged, in order to get along, to tax ourselves in order to keep up in time of peace as well as war standing armies like those of Germany, Italy, France or Russia, we have been enabled, with the thousands of millions thus economized, to lay down a track for this iron horse 137,615 miles long—more than 30,000 miles longer than all the tracks he runs upon, put together, in the whole of the remainder of the world.

Over every foot of this 137,615 miles of danger, in daylight and in darkness, in sunshine and in storm, in winter's frost and summer's heat, chained to their tenders by a sense of duty strong as the shackles that bound the ancient rower to the bench of the trireme to go to the bottom with every wreck, these firemen stand at their posts; an avalanche of ruin forever threatening and thundering behind them, their watch-words, vigilance, courage and sobriety, forever carrying their lives in their hands, and falling—alas! too often—martyrs for us in their track of duty.

We go aboard the long trains unconcernedly, with our wives and little children, and sit or lie down in security, with scarcely a thought of those to whom we trust our all far out there in front, watching while we may sleep; but when we hear of the broken rail and axle, the obstruction, the dire collision that shivers oak and iron into splinters, we usually learn that it is the engineer and the firemen who have offered up their lives for those who have escaped. Their humble names may not be recorded upon the lists of fame; but wherein is the glory of the soldier, whose laurel-crowned spirit is borne to the sky, from the fore-front of thickest battle, where he fell for home and liberty, more dear to us than that of the engineer or the fireman who dies at his post for his passengers behind him?

We are happy then to be here to-day to testify our sympathy in all the aims of this Brotherhood as set out in your constitution; to render honor to the manly virtues which are developed in your hard and dangerous vocation; to commend the motives of your fraternal co-operation; to admire the wisdom of that preamble to your constitution which declares that your interests and those of your employers are identical; and to applaud that noble spirit of brotherhood which, realizing your unceasing perils and the duty owed by you to each other and your families, has adopted as its cardinal principle the motto: "Protection, Charity, Sobriety and Industry." The practice of such virtues must secure for you all those rewards which attend upon that social, moral and intellectual elevation which is the object of your union, and will result in the estab-

Digitized by Google

lishment of the best interests of yourselves and your employers upon the impregnable basis of harmony and mutual justice. Toward all these good and honorable ends, brave men, we bid you God speed!

We trust that in your future lives you may never get upon any down grade but that which may roll you over a smooth road into the station, wherever it may be, at which you aim, and where, in comfort and competency, you may rest from your dangers and your toils. May it never be necessary to display a red light upon any track in life where you may run! In all your business adventures may you never encounter any worse break than an air-brake; and if any of you may happen to indulge those tender aspirations which belong to youth, courage and self-devotion, may they be rewarded by the smiles of those who love the faithful and the brave, and, in due time, call for the employment of those precious links which, in all the jolts and curves of life's long journey, can never come uncoupled!

The exercises were quite a success. The committee on arrangements was composed of Messrs. B. Carroll, Wm. Meffert, Edward Garrett, Joe Arn and James O'Malley. The ball followed the exercises and lasted until 4 o'clock in the morniug. Henry Blume was chief manager; Wm. Meffert, assistant manager; Clark H. Rae, James O'Neil, Henry Blume, Wm. E. Merrigold, Wm. Meffert, Al. Evans and J. P. Kearns, committee on arrangements; Tim Scanlan, music director; Wm. C. Duncan, assistant music director; James J. Lawson, Ed. Northan, Charles King, C. Carroll, James Phalen, Wm. Slaby, Asa Daley, Wm. Forstadt, F. J. Beuhler, Wm. S. Shanks, Hugh O'Connor and P. Callahan, floor managers.

LETTERS OF THANKS.

VINCENNES, IND., March 1, 1887.

To the Officers and Members of the B. of L. F..

GENTLEMEN: I hereby acknowledge the receipt of a draft for $1,500 00, the amount of insurance due me on the death of my husband, Fred Esch.

I desire to return my sincere thanks to the Brotherhood for the amount, and I also wish to express my appreciation of the kindness and attention shown my beloved husband, and for the respect paid him after his death. That the great Ruler of our destinies may bless and prosper your noble and beneficent Order, and guard over and protect each member thereof, is the earnest wish and heartfelt desire of your friend.

Mrs. Lenora Esch.

TROY, N. Y., February 22d, 1887.

Geo. W. Jeffers, Esq., Financier of the Brotherhood of Locomotive Firemen.

DEAR SIR:—I take this method of heartily thanking you for the very prompt settlement of the beneficiary certificate for $1,500 held in your Order by the late Edward C. Tracy, my nephew, who by that document made my daughter, Annie E. MacFarlane the recipient of the amount due. The friends of the deceased, have also every reason to feel grateful to your body for your unceasing kindness to Mr. Tracy during the long illness, that terminated fatally. Your acts have well proven that you are members of a brotherhood in spirit as well as in name, for no one could have received better care than was accorded him, the deceased, by you and your fellow members.

In common with other relatives of Mr. Tracy I believed that the bulk of the money had been expended in caring for him and liquidating the expenses of his funeral, but the fact that nearly the entire sum named in the certificate has been paid over, proves, not only the financial stability of the Brotherhood, but that honest economy, and good judgment prevail.

Mr. Tracy died January 28th and the money was paid within three weeks of that time. I can heartily commend the Brotherhood as a responsible and honest insurance association.

Thanking you for past favors I remain, yours respectfully, *Henry MacFarlane.*
Guardian.

WASHINGTON, D. C., January 15, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—On Christmas day Master J. B. May and a committee of No. 7 called upon me and kindly presented me with a draft for $1,500 due me on the policy held by my brother-in-law, James E. Boswell. I could not find words to express my gratitude to the committee at the time. When I look around and see the two little orphans and both so young and to think that mother and father are taken from them, sorrow overcomes me. I desire through your valuable *Magazine* to extend my sincere thanks to the Brotherhood. I also desire to return my thanks to the members and his friends for the kindness bestowed upon my brother-in-law during his suffering and for paying their respects to his body when life was gone. I also tender my deepest gratitude to the Brotherhood and to the engineers for the beautiful floral tribute presented by them. Your sincere friend,

George Fraas.

RESOLUTIONS.

NEW ALBANY, IND., February 20, 1887.

At a regular meeting of Tunnel Hill Lodge No. 281, B. of L. F., held Sunday, February 20, the following resolutions were adopted:

WHEREAS, Our worthy and beloved Bro. Wm. McGoffin, was suddenly taken from our midst by death, on the morning of February 18, 1887, while in the discharge of his duty as fireman; therefore

Resolved, That we deeply deplore the calamity that has overtaken and cut down our beloved brother, in the bloom of manhood; that we extend to his family our sympathy in the sorrow they are called upon to bear, assuring them that his good name will ever be cherished in kind remembrance by the entire membership of this lodge.

Resolved, That as a token of esteem for our deceased brother, we will drape our charter in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be sent to the bereaved family, spread upon our records and a copy be sent to the *Magazine*, and the New Albany papers for publication.

E. E. REEVES,
ROBT. CHAPMAN,
HENRY CEARLS. } *Committee.*

MONTPELIER, IDAHO, February 10, 1887.

At a special meeting of Re-Echo Lodge No. 195, the following preamble and resolutions were unanimously adopted:

WHEREAS, It is with profound sorrow we are called upon to announce the death of Bro. F. S. Drake, who lost his life on Friday, January 28, 1887, by the overturning of his engine,

Resolved, That in the death of Bro. Drake, the Brotherhood of Locomotive Firemen has lost a true friend; Re-Echo Lodge one of the best members; his father a dutiful son; his brothers and sisters a loving brother, one who was always prompt in the discharge of his duty, cheerful, pleasant, loved and respected by all who knew him. With sad hearts we realize our loss and yet we know a loving Father's hand has been the instrument of death; while we mourn with others in their great loss we bow in humble submission to the will of Him who doeth all things well.

Resolved, That we extend to the bereaved family our sincere and heartfelt sympathy in this hour of sadness and sorrow. May the Grand Master of the universe comfort the hearts of the sorrowing ones. Be it further

Resolved, That as a mark of esteem for our departed brother, we drape our charter in mourning for the space of thirty days, that a copy of these resolutions be presented under seal to the family of the deceased, that a copy be placed on the records of this Lodge and also be sent to our *Magazine* for publication.

J. F. MITCHELL,
A. J. WILL,
JAMES REDMAN, } *Committee*

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

APRIL, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1, 1887. }

Assessment Notice for April.

ASSESSMENT NO. 5.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 30. R. E. Case, of Emporia Lodge No. 53, died of Hemorrhage of the Stomach, September 7th, 1886.

CLAIM No. 31. J. B. Beven, of Great Western Lodge No. 24, died of Pneumonia, December 24th, 1886.

CLAIM No. 32. (NOTE BELOW.) John Gustafon, of Beacon Lodge No. 111, died of Consumption, December 26th, 1886.

CLAIM No. 33. R. F. Gray, of Evening Star Lodge No. 112, was killed by the explosion of his engine, January 23d, 1887.

CLAIM No. 34. W. N. Hansacker, of Evening Star Lodge No. 112, was killed by the explosion of his engine, January 23d, 1887.

CLAIM No. 35. Jas. E. Beach, of H. G. Brooks Lodge No. 169, died of Pneumonia, January 25th, 1887.

CLAIM No. 36. Fred S. Drake, of Re-Echo Lodge No. 195, was killed by a railroad accident, January 28th, 1887.

CLAIM No. 37. L. W. Sample, of H. G. Brooks Lodge No. 169, was killed by falling from his engine, February 1st, 1887.

CLAIM No. 38. H. W. McCartney, of J. H. Selby Lodge No. 243, died of Consumption, February 8th, 1887.

CLAIM No. 39. Wm. McGoffin, of Tunnel Hill Lodge No. 281, was killed by railroad accident, February 18th, 1887.

CLAIM No. 40. E. G. Reynolds, of Lucky Thought Lodge No. 232, died of Oedema of Lungs, February 24th, 1887.

CLAIM No. 41. M. B. Jones, of Fellowship Lodge No. 121, was declared totally disabled from Loss of Eyesight, February 26th, 1887.

NOTE—*The Thirteenth Annual Convention advanced* $500.00 *on the policy of John Gustafon of Beacon Lodge No.* 111 (*Claim No.* 32,) *and ordered the same deducted from the policy at time of payment. There is therefore but* $1,000.00 *due on said policy.*

An Assessment of ONE DOLLAR is levied upon Claim No. 41, and all members who were admitted on or before February 26th, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before April 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1, 1887. }

Subordinate Dues Notice.

FOURTH QUARTER 1886-87.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that your subordinate dues for the quarter ending *July* 31, 1887, are now payable. You are required to pay the said dues to the Collector of your Lodge on or before *May* 1, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Sec. 55 of the Constitution of Subordinate Lodges.

Yours Fraternally,
EUGENE V. DEBS, G. S. and T.

OFFICE OF THE GRAND LODGE, B. OF L. F., }
TERRE HAUTE, IND., April 1, 1887. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is hereby called to the following Special Notices, viz:

QUARTERLY PASS.

The Quarterly Pass for the quarter ending June 30th, has been forwarded to all Lodges.

QUARTERLY REPORT.

The Quarterly report of the Grand Secretary and Treasurer, for the quarter ending February 28th, has been forwarded to all Lodges.

BACK NUMBERS.

The following back numbers of the *Magazine* are desired, viz: January, June and October, 1877. Any member having these numbers and wishing to dispose of them will please correspond with the Grand Secretary.

UNION AND SPECIAL MEETINGS.

The Union and Special Meetings heretofore announced for the months of April, May and June are hereby *declared off* on account of the numerous calls that are being made upon the Grand Master for the adjustment of grievances. Due notice will be given should it be decided to hold any of said meetings.

Yours fraternally,
EUGENE V. DEBS, G. S. and T. — F. P. SARGENT, G. M.

The Magazine.

The contract for printing the *Magazine* for 1887 was awarded to Messrs. Keller & Paine, of Evansville, Ind., as heretofore announced by circular. It was evident from the beginning that the printing of the *Magazine* so far away from the Grand Lodge office would result in serious delays and embarrassments. In this our anticipations were more than realized, for complaints of every description soon began to pour in, and after three months' trial it became apparent that a change must be made, which was accordingly done on March 1st, and beginning with the April number, the *Magazine* will again be printed by Moore & Langen, of Terre Haute, Ind. We have innumerable complaints from members and subscribers who have failed to receive their *Magazine* and we are now supplying the missing numbers as rapidly as possible. Any subscriber or member having failed to receive any of the numbers for this year will please advise us of the fact and we will see to it that they are forwarded without delay. The *Magazine* will hereafter be mailed several days before the close of the month so as to be delivered to each subscriber by the 1st day of each month.

Digitized by Google

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., March 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending February 28, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 1.	Assessm't No. 2.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 1.	Assessm't No. 2.	TOTAL.
1	$5	$64	$65	$134 00	72	$40	..	$100	$140 00
2	40	17	24	81 00	73	18	$54	63	135 00
3	82	187	..	269 00	74	27	..	24	51 00
4	59	85	91	235 00	75	93	137	139	369 00
5	7	77	84	168 00	76	53	45	..	98 00
6	47	48	50	145 00	77	60	62	61	183 00
7	15	26	27	68 00	78	..	78	..	78 00
8	53	37	45	135 00	79	12	38	..	50 00
9	99	61	..	160 00	80	..	95	..	95 00
10	78	42	56	176 00	81	..	..	..	..
11	40	109	119	268 00	82	8	85	88	181 00
12	111	175	211	497 00	83	23	50	53	126 00
13	3	96	96	195 00	84	..	74	..	74 00
14	50	113	..	163 00	85	..	..	..	..
15	28	55	..	83 00	86	20	52	..	72 00
16	20	132	..	152 00	87	..	27	..	27 00
17	..	..	..	..	88	57	38	39	134 00
18	58	31	58	147 00	89	..	..	..	..
19	..	32	32	64 00	90	..	..	..	..
20	11	28	31	70 00	91	112	18	31	161 00
21	39	24	34	97 00	92	14	13	..	27 00
22	34	22	26	82 00	93	6	69	72	147 00
23	69	22	28	119 00	94	..	54	..	54 00
24	25	58	51	129 00	95	122	99	100	321 00
25	75	63	63	201 00	96	26	35	..	61 00
26	22	63	69	154 00	97	28	47	..	75 00
27	26	69	74	169 00	98	..	..	..	..
28	..	70	70	140 00	99	26	62	..	88 00
29	15	24	31	70 00	100	29	28	..	57 00
30	19	14	..	33 00	101	109	122	..	231 00
31	35	34	34	103 00	102	5	35	40	80 00
32	8	..	28	36 00	103	71	78	113	262 00
33	3	..	53	56 00	104	31	30	29	90 00
34	..	..	59	59 00	105	36	93	99	228 00
35	46	26	..	72 00	106	5	23	26	54 00
36	31	53	61	145 00	107	55	63	75	193 00
37	..	..	..	..	108	..	23	23	46 00
38	4	64	65	133 00	109	31	70	..	101 00
39	32	39	41	112 00	110	5	28	28	61 00
40	27	81	..	108 00	111	20	42	44	106 00
41	4	16	..	20 00	112	3	..	38	41 00
42	..	35	35	70 00	113	14	19	..	33 00
43	84	75	..	159 00	114	2	21	..	23 00
44	..	..	..	..	115	25	10	..	35 00
45	46	61	..	107 00	116	31	38	38	107 00
46	16	34	36	86 00	117	..	50	51	101 00
47	1	..	111	112 00	118	14	26	25	65 00
48	28	53	69	150 00	119	20	23	27	70 00
49	60	41	46	147 00	120	21	68	78	167 00
50	184	..	56	240 00	121	..	..	55	55 00
51	43	36	36	115 00	122	47	48	47	142 00
52	14	91	93	198 00	123	41	48	..	89 00
53	26	28	..	54 00	124	6	18	..	24 00
54	18	84	85	187 00	125	42	37	..	79 00
55	..	..	..	..	126	9	21	..	30 00
56	6	11	..	17 00	127	120	69	..	189 00
57	99	197	172	468 00	128	..	25	25	50 00
58	26	9	..	35 00	129	11	58	59	128 00
59	..	..	..	..	130	..	..	78	78 00
60	35	67	..	102 00	131	16	9	22	47 00
61	81	63	..	144 00	132	27	19	31	77 00
62	6	56	57	119 00	133	..	..	31	31 00
63	..	..	37	37 00	134	..	..	24	24 00
64	5	16	21	42 00	135	10	45	..	55 00
65	7	64	65	136 00	136	5	..	16	21 00
66	5	..	57	62 00	137	..	..	27	27 00
67	49	91	107	247 00	138	6	35	37	68 00
68	58	54	..	112 00	139	38	24	..	62 00
69	4	..	42	46 00	140	21	41	41	103 00
70	12	..	33	45 00	141	2	111	112	235 00
71	19	51	56	126 00	142	109	51	..	160 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts	Assessm't No. 1.	Assessm't No. 2.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 1.	Assessm't No. 2.	TOTAL.
143	$21	$16	..	$37 00	222	..	$29	..	$29 00
144	26	31	..	57 00	223	$31	13	..	44 00
145	..	27	..	27 00	224	14	22	$22	58 00
146	75	20	..	95 00	225	10	21	..	31 00
147	11	21	..	32 00	226	..	27	30	57 00
148	47	21	$29	97 00	227	15	..	21	36 00
149	65	163	..	228 00	228	..	..	84	84 00
150	21	42	43	106 00	229	..	31	..	31 00
151	13	51	52	116 00	230	..	..	63	63 00
152	26	15	..	41 00	231	141	37	46	224 00
153	82	30	39	151 00	232	9	26	27	62 00
154	..	56	..	56 00	233	..	..	..	..
155	..	15	..	15 00	234	28	17	..	45 00
156	..	35	..	35 00	235	40	28	35	103 00
157	..	..	..	..	236	18	15	18	51 00
158	30	44	51	125 00	237	6	29	31	66 00
159	..	..	..	..	238	2	..	20	22 00
160	36	31	36	106 00	239	46	20	17	83 00
161	..	..	..	..	240	28	56	68	152 00
162	10	72	76	158 00	241	12	20	20	52 00
163	..	..	..	..	242	10	40	..	50 00
164	7	39	12	88 00	243	23	28	28	79 00
165	29	26	31	86 00	244	..	..	71	71 00
166	14	19	..	33 00	245	..	21	22	43 00
167	..	..	27	27 00	246	61	22	..	83 00
168	35	25	36	96 00	247	..	..	..	..
169	12	90	..	102 00	248	6	..	19	25 00
170	43	23	..	71 00	249	1	18	19	38 00
171	20	14	14	48 00	250	..	..	62	62 00
172	..	51	..	51 00	251	15	30	33	78 00
173	8	..	21	29 00	252	1	79	77	157 00
174	41	84	90	215 00	253	8	30	30	68 00
175	21	33	35	89 00	254	..	..	..	..
176	..	..	17	17 00	255	..	..	..	..
177	22	35	..	57 00	256	2	29	30	61 00
178	3	55	55	113 00	257	2	..	21	23 00
179	29	51	..	80 00	258	..	22	22	44 00
180	22	8	..	30 00	259	..	..	..	..
181	8	19	19	46 00	260	7	20	..	27 00
182	4	..	27	31 00	261	..	..	27	27 00
183	54	26	..	80 00	262	2	18	..	20 00
184	10	17	17	44 00	263	12	16	..	28 00
185	..	..	..	..	264	3	36	38	77 00
186	176	56	..	232 00	265	..	49	50	99 00
187	..	12	..	12 00	266	..	36	..	36 00
188	..	60	60	120 00	267	44	26	29	99 00
189	..	29	29	58 00	268	17	16	..	33 00
190	36	14	19	69 00	269	25	18	..	43 00
191	6	32	32	70 00	270	..	..	..	..
192	..	15	15	30 00	271	..	25	..	25 00
193	15	14	13	42 00	272	..	..	27	27 00
194	..	38	..	38 00	273	..	..	42	42 00
195	17	33	48	98 00	274	8	10	..	18 00
199	13	10	12	35 00	275	46	26	27	99 00
197	4	34	37	75 00	276	..	..	..	..
198	10	22	..	32 00	277	13	10	10	33 00
199	..	26	26	52 00	278	..	6	6	12 00
200	10	13	..	23 00	279	19	5	9	33 00
201	..	31	31	62 00	280	6	34	35	75 00
202	29	44	..	73 00	281	16	8	8	27 00
203	35	31	36	102 00	282	26	18	23	67 00
204	4	11	11	26 00	283	3	..	30	33 00
205	6	..	51	57 00	284	36	54	..	90 00
206	..	..	..	..	285	44	15	26	85 00
207	4	56	..	60 00	286	34	62	65	161 00
208	12	29	29	70 00	287	30	64	..	94 00
209	26	15	46	87 00	288	..	16	16	32 00
210	11	35	35	81 00	289	..	10	..	10 00
211	3	..	55	58 00	290	61	16	..	77 00
212	10	26	24	60 00	291	32	45	..	77 00
213	38	15	19	72 00	292	..	..	..	..
214	36	23	..	59 00	293	43	24	44	111 00
215	1	..	15	46 00	294	9	10	..	19 00
216	32	38	..	70 00	295	..	21	21	42 00
217	..	..	..	..	296	41	9	20	70 00
218	..	..	..	..	297	8	8	8	24 00
219	29	43	47	119 00	298	13	11	..	24 00
220	..	..	51	51 00	299	21	21	..	42 00
221	..	35	36	71 00	300	..	..	42	42 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 1.	Assessm't No. 2.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 1.	Assessm't No. 2.	TOTAL.
301	. .	. .	. .	. .	322	$1	. .	$23	$24 00
302	$24	$19	$21	$64 00	323	. .	$31	. .	31 00
303	. .	9	9	18 00	324	5	17	19	41 00
304	2	18	18	38 00	325	3	17	22	42 00
305	. .	. .	19	19 00	326	14	20	24	58 00
306	16	21	21	58 00	327	. .	. .	. .	. . . .
307	8	32	. .	40 00	328	16	22	23	61 00
308	2	13	. .	15 00	329	17	13	18	48 00
309	29	25	26	90 00	330	10	15	. .	25 00
310	14	19	21	54 00	331	2	. .	24	26 00
311	. .	. .	20	20 00	332	. .	. .	. .	. . . .
312	. .	19	21	40 00	333	20	49	53	122 00
313	18	33	. .	51 00	334	. .	. .	. .	. . . .
314	9	10	. .	19 00	335	. .	13	. .	13 00
315	9	28	30	67 00	336	2	8	8	18 00
316	18	26	29	73 00	337	19	17	21	57 00
317	2	40	44	86 00	338	. .	11	14	25 00
318	18	12	. .	30 00	339	10	5	. .	15 00
319	. .	18	19	37 00	340	. .	7	. .	7 00
320	. .	. .	. .	. . . .	341	. .	6	6	12 00
321	. .	14	. .	14 00					

Balance on hand February 1st	$13,813 00
Received during month	26,021 00
Total	$39,834 00
By claims 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29	$28,500 00
Balance on hand March 1st	$11,334 00

Respectfully submitted.
EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute. Indiana.

J. J. HANNAHAN . . . . . Vice Grand Master
Box 655. Englewood, Ill.

E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.

C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.

L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ill.

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.

W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.

J. J. LEAHY . . . 2027 Fremont St., Philadelphia, Pa

F. X. HOLL . 1301 Second St., S., Minneapolis, Minn.

W. H. MCDONNELL . 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets every Sunday at 2 P. M.
G. E. Carmer . . . . . Master
J. E. Cook, Box 215 . . . . . Secretary
R. Whited . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
. . . . . Collector
J. W. Williams, 27 Jefferson St . . . . . Receiver
. . . . . Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
R. H. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Master
R. H. Roden, 72 Erie St . . . . . Secretary
. . . . . Collector
E. P. Hutton, 61 Grand St . . . . . Receiver
. . . . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets 1st and 3d Sunday at 53 Temple St., Second floor, B. of L. E. Hall.
G. L. Shaw, 82 Lincoln St . . . . . Master
L. P. Bailey, 26 May St . . . . . Secretary
W. H. Jordon, 93 India St . . . . . Collector
F. A. Huff, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.
Meets every Tuesday at 8 P. M. in Arcadia Block.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 1313 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
T. L. Hoyt, Box 784 . . . . . Receiver
A. N. Darragh, Box 598 . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy . . . . . Master
F. J. Parker . . . . . Secretary
R. H. Lanham . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
William C. Jasper, 489 Missouri Ave. N. W . . . . . Secretary
Charles W. Fenton, 215 10th St., S. W . Collector
Edward B. Hunt, 84 Maryland Ave., Baltimore, Md . . . . . Reciever
James E. Johnson 627 Virginia Ave., S. W . . . . . Magazine Agent

8. RED RIVER; Denison City, Texas.
Meets in King's Hall, Woodard St., 1st and 3d Saturdays at 2 P. M., and 2d and 4th Saturdays at 8 P. M.
Oliver Cox . . . . . Master
C. E. Royee, Box 29 . . . . . Secretary
C. E. Royce, Box 29 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.
Meets 1st Monday and 3d Tuesday evening of each month.
James Kennedy, 246½ N. High St . . . . Master
C. C. Coit, 204 Baird St . . . . . Secretary
J. D. Coffey, 129 N. 20th St. . . . . Collector
F. J. Kistler, 212, 214 South High St . . Receiver
F. F. Ellis, 108 W. Maple St . . Magazine . Agent

10. FOREST CITY; Cleveland, Ohio.
Meet alternate Sundays at 2:30 P. M.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. Cleveland . . . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
T. F. Ayers . . . . . Master
C. W. Vannatta, L. Box 96 . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Piatt, Shimers, Warren Co. N. J. . . . . Magazine Agent

Digitized by Google

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. F. Hayes, 368 Seneca St . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
S. J. Aske, 386 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meet 3d Sunday at 10:30 A. M. in Masonic Hall. Cor. Maple St., and Pacific Ave.
W. W. Snyder, Somerville, N. J . . . . . Master
Mellick Shick, 141 Pacific Ave . . . . Secretary
Peter C. Quick . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . . Receiver
Wm. Lewis, 162 Whiton St . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . . Master
Chas. N. Fepp, 67 Penn Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . . Collector
Wm. Hugo, 79 N. Noble St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind.
Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 26 Congregation St., Magazine Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 617 N. 5th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
Ben Bundy . . . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
George Johnson, Lock Box 73 . . . . . Master
Frank P Anders, Box 73 . . . . . Secretary
Frank P. Anders, Box 73 . . . . . Collector
W. Flanders, Box 73 . . . . . Receiver
John Keppert, Box 73 . . . . . Magazine Agent

18. WEST END; Slater, Mo.
Meets 1st and 3d Saturdays at 7:30 P. M.
Wm. H. Swan . . . . . Master
C. S. Frazier . . . . . Secretary
E. A. Jones . . . . . Collector
Geo. W. Michel . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P M.
H. M. Johnson, ... Master
W. B. Taney . . . . . Secretary
J. W. Hinman . . . . . Collector
Alexander Arthur Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meetsevery Monday at 7:15 P. M.
G. Morse, Box 400 . . . . . Master
G. C. Wells, Box 117 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
Wm. Von Harten, 412 . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., 1601 Broadway, cor. Carroll St.
A. Williams, 1420 Poplar St . . . . . Master
H. Blocker, 1822 Menard St . . . . . Secretary
P. C. Snyder, 712 So. 18th St . . . . . Collector
W. A. Murphy, 1500 Poplar St . . . . . Receiver
Eli Giclas, 932 Hickory St . . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 . . . . . Master
L. L. Johnson, L. Box 111 . . . . . Secretary
C. W. Patterson . . . . . Collector
L. Sullivan, Box 367 . . . . . Receiver
. . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
T. H. Williams, Box 37 . . . . . Secretary
J. S. Ott . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
I. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
A. P. Fraker . . . . . Master
L. D. Harrington, Box 338 . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
James Ferrill, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith, ... Master
P. J. Ashton . . . . . Secretary
James Rogers . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 . . . . . Master
F. A. Snyder . . . . . Secretary
J. Watson, Box 1376 . . . . . Collector
A. Brown, Box 1057 . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d and 4th Mondays at 7:30 P. M.
W. C. Byers, 332 G Ave. W . . . . . Master
J. F. Collins, 134 So. 4th St . . . . . Secretary
W. H. Coffey, 436 Ave A west . . . . Collector
C. B. Everette, B. C. R. & N. Round House
Reciever
. . . . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
S. J. Crockett, Box 212 . . . . . Master
H. B. Maxwell . . . . . Secretary
. . . . . Collector
C. W. Baskins . . . . . Receiver
. . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month.
P. A. Loveland, Box 638 . . . . . Master
J. H. Fulton, Box 706 . . . . . Secretary
A. A. Tucker, Box 125 . . . . . Collector
C. O. Burkhart, Box 147 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller, care J. C. R. R. shops . . . Master
E. T. Gregory, 514 Saxon St . . . . . Secretary
E. T. Grogory, 514 Saxon St . . . . . Collector
R. A. Corson . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
T. E. Jordan, East Atchison, Mo . . . . . Master
C. H. Salisbury, 103 N. Liberty St . . . Secretary
H. S. Clark, 1324 Commercial St . . . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial St.
Magazine Agent

32. BORDER; Ellis, Kansas.
Meets every Tuesday evening at 7:30 in I. O. O. F. Hall.
J. H. Houston, L. Box 2 . . . . . Master
J. S. Buehre, Box 24 . . . . . Secretary
Ira Houston, Box 6 . . . . . Collector
G. M. McClure, Box 205 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder . . . . . Master
Richard A. Sugg . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

Digitized by Google

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 P. M. in Engineer's Hall, Fourth St.
R. Primrose, 328 Ninth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 410 Eighth, L. Box 184 . . Receiver
W. C. Schrives, 506 Tenth Ave., Box 843
Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays at 3 P. M.
J. R. Roster, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
. . . . . Collector
J. F. Maloney, Box 389 . . . . . Receiver
. . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meets every Sunday at 2 P. M. cor. 4th and Ferry streets.
C. Ernst, 182 Union St . . . . . Master
W. J. Weply, L. & E. W. Shops . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . . Collector
F. Kerty, 20 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 . . . . . Master
W. D. Holton . . . . . Secretary
. . . . . Collector
C. H. Randall . . . . . Receiver
. . . . . Magazine Agent

38. AVON; Stratford, Ontario.
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
. . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
. . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
Meets 1st Monday after 2d Sunday at 7:30 P. M. and 4th Sunday at 2 P. M.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., every Tuesday evening. at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
. . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
. . . . . Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Sunday at 7:30 P. M.
O. Dosskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
J. Parish, Clymer St . . . . . Secretary
Chas. H. Trainor, Clymer St . . . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave
Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 10th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, K. C. St. Joe and C. B. R. House . . . . . Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jacklesch Hall on Missouri and Main sts.
J.T. Sullivan, Box 417 . . . . . Master
T. J. Hayes, Box 375 . . . . . Secretary
Thos. Halpin . . . . . Collector
John U. Roy . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets every Monday night in Quapaw Hall, cor. West Marchaw and Chester sts.
W. N. Horton, 1704 W. 3d St . . . . . Master
Edward Chamberlain, Box 174 Argenta Ark . . . . . Secretary
Thos. A. Howell, 1704 W. 3d St . . . . . Collector
Joshus Pursuer, 1709 West Second st . . Receiver
W. N. Horton, 1704 W. Third st . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engine Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . . Master
A. D. Hensley, 1207 E. Edwards st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
Wm. Maisenbacher, 1228 Capitol avenue
Magazine Agent

47. TRIUMPHANT; Chicago, Ill.
Meets at 210 LaSalle st., the 1st Sunday at 2:30 P. M. and 3d Saturday at 7:30 P. M.
Thos. S. Deegan, 287 E 22d St . . . . . Master
Louis Zunkel, 109 Johnson St . . . . . Secretary
Harry Schilling, 3247 Dearborn st . . . Collector
E. J. McGuirk, 3 E Washington st . . . Receiver
S. S. Edgerle, 1536 Wabash ave . Magazine Agent

48. W. F. HYNES; Peoria, Ill.
Meets 1st and 3d Sunday afternoons at 2 P. M. in G. A. R. Hall.
Walker Baugh, 725 Lincoln ave . . . . . Master
W. A. McMillan, 343 New st . . . . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets every Sunday afternoon at 3 P. M.
C. E. Walker, 1421 E. Eldorada St . . . . . Master
E. Higgins, 1261 E. Eldorado St . . . . Secretary
Wm. H. Slater, 637 E. North st . . . . . Collector
L. Miesse, 652 E. Eldorado St . . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Saturday evening at 7:30 P. M. in B. of L. E. Hall. Cor. 48th and State Sts.
H. W. Rouscup, 5438 School St., Englewood, Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 4142 Wentworth Ave . . Receiver
R. B. Bailey, 5028 State St . . Magazine Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
E. A. Bush . . . . . Master
Michael Gaffney . . . . . Secretary
George Salesman . . . . . Collector
G. E. Dilliard, Box 264 . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets alternate Sundays at 2 P. M., alternate Mondays at 7:30 P. M. Cor. Spear and 12th Sts.
Al. Swadner, L. Box 626 . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
John T. Hendricks, L. Box 626 . . . . Collector
E. H. Laing, L. Box 626 . . . . . Receiver
F. M. Wilt, L. Box 626 . . . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh . . . . . Master
W. Gilpin . . . . . Secretary
Lewis Yengst . . . . . Collector
Jno. Gallagher, Box 1172 . . . . . Receiver
Chas. F. Thompson . . . . . Magazine Agent

Digitized by Google

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Supples Bros. Hall.
W. P. Carlisle, Box 802 . . . . . Master
S. A. Briggs, L. Box 234 . . . . . Secretary
James Scully . . . . . Collector
R. A. Blades . . . . . Receiver
J. H. Hannah . . . . . Magazine Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. Sellers, L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, L. & N. Shops . . . . . Collector
Laurence Fox, L. & N. Shops . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
J. J. Smith . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
W. E. Baldwin, L. Box 400 . . . . . Receiver
D. L. Collier . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. Jones, No. 5 Davis St . . . . . Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
B. H. Estabrook . . . . . Master
C. E. Warmington . . . . . Secretary
G. W. Culver . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
M. M. Zumbrum . . . . . Master
M. N. Lines . . . . . Secretary
G. Gleyne, Box 533 . . . . . Collector
C. S. Walker . . . . . Receiver
R. S. McAlpin . . . . . Magazine Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Frank L. McLull, 2132 Thouran St . . . . Master
Josiah M. Felters, 2361 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
Charles Hight (pro tem) 1936 Darien st . Receiver
Benjamin Pedit, 1836 Marshal st . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Jordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . . Collector
A. E. Ca le, 771 Buffalo st . . . . . Receiver
W. E. Yunson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets 2d and 4th Sundays in Odd Fellows' Hall, Cor. Church and Rafferty Sts., at 2:30 P. M.
David Wilson . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. B own, Vandercook, Vermillion Co., Ill . . . . . Master
Stuart Smith, Box 772 . . . . . Secretary
C. E. Partlow, Box 927 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
B. Manion . . . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
W. D. Grimes . . . . . Collector
Jas. Debar, Box 354 . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets on the 2d and 4th Sundays of each month at 2:30 P. M.
John Louge, Box 10 . . . . . Master
P. J. Rooney . . . . . Secretary
W. J. Logue . . . . . Collector
J. Logue . . . . . Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in Occident Hall 1st and 3d Sundays in each month at 2:30 P. M.
J. W. Lamb, 10 Maud St . . . . . Master
S. Vaughan, 228 Wellington St. . . . . Secretary
J. Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 228 Wellington st . . . . . Receiver
Geo. Crowhurst, 427 Adelaide St. W. . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
J. L. Hafer, Altoona, Wis . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . . Secretary
. . . . . Collector
J. B. Hurley, Box 141, Altoona, Wis . . Receiver
. . . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
W. H. Parsley . . . . . Master
John M. Phillips . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
J. J. Beehler . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, Box 411 . . . . . Master
J. H. Stout, Box 411 . . . . . Secretary
G. A. Miller, Box 411 . . . . . Collector
Chas. Seeber, Box 411 . . . . . Receiver
E. Vallimant . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meet 2d and 4th Sundays of each month.
C. C. Bunker . . . . . Master
J. E. Ryan, Box 687 . . . . . Secretary
R. W. Mills . . . . . Collector
P. Stillwell . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month, at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Henry Harris, 446 Henry St . . . . . Secretary
Garret M. Western, 565 Bridge St . . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays.
J. Crawford, 9 Salem St . . . . . Master
C. W. Cudworth, 43 Cutter St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
G. F. Newton, 6 Riley St . . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St . . . . . Master
Wm. Piercey, 1354 Liberty St . . . . . Secretary
L. F. Stephens, 1624 Dripp St . . . . . Collector
Wm. Piercey, 1354 Liberty St . . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

Digitized by Google

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
J. F. Mohan, 126 N. 32d St. . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3021 Aspen St . . . . . Collector
Howard Williams, 4210 Westminster Ave. . . . . Receiver
W. H. Guthrie, 704 Preston St. . Magazine Agent

76. NEW ERA; Barnesville, Minn.
Meets 2d and 4th Sundays at 2 P. M.
J. Myler . . . . . Master
G. L. Lovelace . . . . . Secretary
. . . . . Collector
J. C. Nolan, L. Box 235, Breckenridge, Minn . . . . . Receiver
. . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2745 Arapahoe St . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2345 Lawrence St . . . . Collector
O. W. Richardson, Box 2472 . . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meets every Saturday at 7:30 P. M., over Hart's grocery store, E. 3d St., E. Sedalia.
M. Maroney, 510 E. Saline St . . . . . Master
T. E. Myers, 1022 E 4th St. . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. V. Wiley, 255 E. Saline St . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays of each month, at 2 o'clock P. M.
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 321 . . . . . Secretary
John Hyndman . . . . . Collector
J. M. Truitt . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over Nos. 8 and 10 Broadway, every 2d Sunday.
W. B. Ritter, 110 Main St . . . . . Master
D. C. Wood. 58 N. Anderson St . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
G. Goding, 428 Benton St . . . . . Receiver
Geo. Slate, 253 Benton St . . . . Magazine Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays of each month at 2 P. M., in I. O. O. F. hall, 6th st So.
W. J. Bain, Box 1856 . . . . . Master
Geo. Watts . . . . . Secretary
. . . . . Collector
W. J. Bain, Box 1856 . . . . . Receiver
. . . . . Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
F. X. Holl, 1301 2d St. So . . . . . Master
W. T. Nichel, 1819 3d Ave. N . . . . . Secretary
O. R. Craig, 1112 Western Ave . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave., Magazine Agent

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 P. M.
J. G. Nash, L. Box 406 . . . . . Master
M. E. Finegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
R. S. Craig, L. Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
Geo. Kelley, 254 Marshall St . . . . . Master
D. Coughlin, 48 E. Hall St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . Collector
Thos. Taylor, 88 Irving St . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
E. Jamison, L. Box 553 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
. . . . . Collector
A. Bassett, Box 1796 . . . . . Receiver
. . . . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall
F. E. Roflee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 . . . . . Master
Henry Bodine . . . . . Secretary
Jake Thennis . . . . . Collector
Joseph Bowman . . . . . Receiver
Jake Thennis . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday ev'ngs in Engr's hall, at 8 P. M.
J. R. Linebarger . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
B. F. Rondebush . . . . . Collector
Frederick Youngham . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego . . . . . Master
J. M. Dodge, Box 317, San Diego . . . . Secretary
. . . . . Collector
M. L. Cole . . . . . Receiver
. . . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 7 P. M. and 3d Tuesday at 7 P. M., Cor. Valentine and 16th Sts.
John Hewitt, 1843 Howard St . . . . . Master
Jas. Melody, 15th and Cotrero Ave . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
Wm. G. Bradshaw, 2951 16th St . . . . . Receiver
Thos. D. Manhire, 2738 16th St., Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays in each month, at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
Fred. Scherer, 1227 Fulton St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
John Morgan, 1218 Reid St . . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
O. L. Brown, Lock Box 218 . . . . . Master
A. W. McQueen, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
Wm. Patterson, L. Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of every month, at 9:30 A. M.
C. B. Johnson, 192 Milwaukee Ave . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 390 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

Digitized by Google

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and 1st Wednesday evening after 2d Sunday.
Joseph Quinn, Box 239 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
C. L. Booth, Box 695 . . . . . Receiver
Isaac Cable, Box 695 . . . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. B. Moser, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
C. E. Hammond, Box 72 . . . . . Collector
Geo. C. Morton, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
. . . . . Collector
D. F. Creswell . . . . . Receiver
. . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets 2d and 4th Wednesdays each month, at No. 33 Market St.
E. E. Pruyn, 28 First Ave . . . . . Master
August Luttringer, 201 West Ave . . . Secretary
Clarence Desacia, 32 Woodbury St . . . Collector
Geo. Kingsley, 22 Upton Park . . . . . Receiver
Clarence Desacia, 32 Woodbury St . .
Magazine Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
W. Alsup . . . . . Collector
W. H. Maxey . . . . . Receiver
Clay Wilkes . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
Thomas H. Miller . . . . . Master
A. C. McDuffie, Box 523 . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
C. C. Sutherland . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
H. S. Hammer . . . . . Master
B. F. Broskie, Graffe House, Des Moines
Secretary
John Loveless, 603 Sycamore St., Des Moines . . . . . Collector
F. S. Payne, 524 S. E. 7th St . . . . . Receiver
C. M. Krull . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Harry Blume, 1000 Tenth St . . . . . Master
Clark Rae, 1242 Twelfth St . . . . . Secretary
Clark Rae, 1242 Twelfth St . . . . . Collector
Wm. M. Apted, 103, Elm Ave . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays of each month at 7:30 P. M. in I. O. O. F. Hall.
J. E. Doran, Box 76 . . . . . Master
H. G. Chrisinger, Box 76 . . . . . Secretary
J. A. Frazier . . . . . Collector
M. J. Connelly, Box 8 . . . . . Receiver
P. Murphy . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays of each month at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . Master
Charles McCutchen, 130 E. Main St . . Secretary
John Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
W. J. Westfall, 423 S. Academy St.,
Magazine Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays of each month over Master Mechanic's Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McKay, 181 High St . . . . . Collector
John P. Saudry, 162 High St . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets every Thursday evening in B. of L. E. Hall, West Main St.
J. T. Mitchell, Box 383 . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
J. T. Mitchell, Box 383 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
Ed. W. Armor, Box 701 . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt, Box 17 . . . . . Master
William Gordon, Box 20 . . . . . Secretary
G. W. Laport . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. W. Stein . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amois, 2346 Mullamphy St . . . . . Master
W. M. White, 710 S. Broadway . . . . . Secretary
Wm. McGill, 202 South 12th St . . . . . Collector
J. L. Pate, 3117 Rutger St . . . . . Receiver
J. L. Pate, 3117 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary
. . . . . Collector
E. Stauffer . . . . . Receiver
. . . . . Magazine Agent

111. BEACON; Matoon, Ill.
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in each month in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Eagle Rock, Idaho.
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
W. J. Ingling, Box 41 . . . . . Master
O. R. Goodale, Box 41 . . . . . Secretary
. . . . . Collector
T. Moore, Box 41 . . . . . Receiver
. . . . . Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 180 . . . . . Master
J. B. Lilly . . . . . Secretary
. . . . . Collector
W. S. McGuire, Box 408 . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in each month.
H. L. Briggs, 564 E. Church St . . . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . Secretary
Jas. Tarpey, N. E. Cor. 33d and M-and-a-half Sts . . . . . Collector
Wm. Powell, Cor. 39th and Broadway . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

Digitized by Google

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays of each month in Engineer's Hall, at 2:30 P. M.
M. D. Anderson . . . . . Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
J. L. Gray . . . . . Collector
E. G. Hubbard . . . . . Receiver
W. Brown . . . . . Magazine Agent

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 146 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets every Wednesday evening at 7:30, in Firemen's Rooms, opposite Skating Rink.
S. G. House . . . . . Master
G. A. Pearson, ... Secretary
J. B. Lane . . . . . Collector
J. Damant . . . . . Receiver
W. H. Perkins . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
G. Findlay, Hadlow Cove, S. Quebec . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
L. D. Poulin, I. C. Ry. Station . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
W. B. Church, 4 Grace St . . . . . Secretary
J. H. Shannon, 101 Southwest St . . . . Collector
L. G. Rousson, 58 Gertrude St . . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
J. L. Krebs . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
Harry L. Heinz, ... Collector
Jerry W. Flickwir, Box 71 . . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
L. H. Winslow, 315 N. 14th St . . . . . Master
Elmer E. Fair, 908 South 12th St . . . . Secretary
William Cummings, 1306 South 12th St, Collector
James B. Fair, 908 So 12th St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

124. PILOT; Perry, Iowa.
Meets every Monday night at Odd Fellows' Hall.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
H. A. Draper . . . . . Collector
H. A. Draper . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speers, 605 South 3d St . . . . . Master
F. G. Stewart, Cor. 1st and Boone St . . Secretary
H. C. Boggin, 604 East Linn St . . . . Collector
Miles Kelleher, 302, Cor. 1st and Boone Sts . . . . . Receiver
J. V. Long, 307 South 1st St . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month.
P. F. McNamera . . . . . Master
August Olson . . . . . Secretary
C. O. Cornforth . . . . . Collector
August Olson . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 10 Laura St . . . . . Master
Joseph Barnes, 212 Ross St . . . . . Secretary
A. H. Burnham, C. P. R. Shops . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets 1st and 3d Sundays of each month.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meet 2d and 4th Sundays in each month, at 2 P. M.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 601 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee . . . . . Master
Peter Fox, 212 Detroit St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St Collector
Thomas Dwyer, 304 VanBuren St . . . Receiver
Frank E. Search, 436 Barclay St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d 4th Sundays at 2:30 P. M. in Redfield's Hall.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
F. Zimmer . . . . . Collector
W. S. Collins . . . . . Receiver
G. W. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. and 1as Wednesday at 7:30 P. M.
J. H. Howell, ... Master
M. T. Murphy, Box 100 . . . . . Secretary
N. H. Mitchell, Box 243 . . . . . Collector
W. J. Coleman, Box 7 . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays at 7 P. M., Post Office hall.
James Bruce, Box 10 . . . . . Master
W. H. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
H. Trewick . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets every Sunday.
H. E. Rodgers . . . . . Master
H. E. Cowan . . . . . Secretary
H. E. Rogers . . . . . Collector
E. W. Gibson . . . . . Receiver
L. Lapine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets 1st and 3d Tuesday at 7 P. M.
H. S. Sheeler, L. Box 184 . . . . . Master
Wm. Hart, Box 184 . . . . . Secretary
H. H. Hauser, Box 184 . . . . . Collector
C. McArthur, Box 184 . . . . . Receiver
F. Fitch, Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
L. A. Pratt, Box 166 . . . . . Master
G. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 79 . . . . . Collector
L. McIntosh, Box 166 . . . . . Receiver
J. Jefferies, Midland P O., Ont., Magazine Agent

Digitized by Google

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
John Gribin, Box 1597 . . . . . Collector
W. G. Powell . . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets every Sunday at 2 P. M.
H. E. Treadwell, Box 194 . . . . . Master
F. A. McBride, Box 194 . . . . . Secretary
L. J. Whyers, Box 194 . . . . . Collector
G. W. Carter, Box 194 . . . . . Receiver
F. H. Whyers, Box 194 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary
P. H. Ryan, L. Box 599 . . . . . Collector
C. C. Warman, L. Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets at 62 and 64 Calhoun St.
C. M. Lewis, 94 Dawson St . . . . . Master
H. Westerman, 283 Webster St . . . . . Secretary
H. Bradley, 233 E. Lewis St . . . . . Collector
J. J. Fox, 21 Hamilton St . . . . . Receiver
A. J. Kohler, 34 Allen St . . . . Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
J. M. Gorman, 40 Middle St . . . . . Master
L. H. Heeman, 130 Segur Ave . . . . . Secretary
W. H. Buntin, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . Master
J.W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, 1011 Pine St . . . . . Reciever
R. H. Potts, 1011 Pine St . . . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
J. Devereaux . . . . . Master
E. Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collecto
W. Bastin, Box 459 . . . . . Receiver
Geo. H. Gorham . . . . . Maga zine Agen

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 7:30 P. M. in Jones' Hall, 601 Austin St.
J. Sullivan, 1110 Ave. D . . . . . Master
Robt. Nicholson, 5 Eighth St . . . . . Secretary
Harry Jamison, 5 Eighth St . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
. . . . . Magazine Agent

146. BAYOU CITY; Houston, Texas.
Meets every 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
L. McAuliff, 37 Houston Ave . . . . . Master
H. H. Daniels, 52 Sems St . . . . . Secretary
M. D. Homan, 45 Hardey St . . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet in K. P. Hall every Sunday at 3 P. M.
J. M. Russ . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receive
M. L. Way . . . . . Magazine Agen

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 170 Clinton St . . . . . Master
P. Donahue, 311 W. 55th St . . . . . Secretary
S. Loasby, 2428 8th Ave . . . . . Collector
W. Wilson, 341 W. 58th St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217 . . . . . Master
J. Loftus . . . . . Secretary
Fred Fletcher . . . . . Collector
Herbert Ryersy . . . . . Receiver
Chas. Zryd . . . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3dSundays at 2:30 P. M.
Wm. Broughton, 18 Inchbury St. So . . . Master
John M. Cole, 17 Crooks St . . . . . Secretary
J. D. Mills, 98 Stracnan St. E . . . . . Collector
James Rhynd, St. Mary's Lane . . . . Receiver
Wm. Broughton, 18 Inchburry St. So
Magazine Agent

152. DUNLAP; Wells, Minn.
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 . . . . . Master
L. H. Truesdell, Box 53 . . . . . Secretary
J. Harriman . . . . . Collector
W. A. Searles . . . . . Receiver
A. Martin . . . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets in I. O. O. F. Hall on Scott ave 1st and 3d Sundays at 3 P. M.
J. Haggvrt . . . . . Master
J. J. Lynch . . . . . Secretary
. . . . . Collector
G. K. Bates, Box 310 . . . . . Receiver
. . . . . Magazine Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
G. L. Northrup . . . . . Receiver
Ed Wall, Box 927 . . . . . Magazine Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 . . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
. . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
. . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets every Saturday night at 7:30 P. M. at Engineers' Hall, Cor. Main and John St.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe, Box 256 . . . . . Secretary
M. P. Gibson, Box 256 . . . . . Collector
T. H. Motter, Box 12 . . . . . Receiver
B. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets every Sunday at 2 P. M. in B. of L. F. Hall, North Broadway.
Sigle McFarland . . . . . Master
H. P. Matthews . . . . . Secretary
F. A. Mills . . . . . Collector
John Malin, Jr . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Fred Broughton, 432 Mullett St . . . . . Master
J. Nopper, 56 Erie St., Adrian, Mich . . Secretary
E. Heidenrich, 124 Hastings St . . . . . Collector
Joseph Nopper, 56 Erie St., Adrian, Mich
Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

Digitized by Google

159. W. H. THOMAS; Nashville, Tenn.
Meets at Simmons Hall, cor. Summer and Union sts.
J. R. Dwyer, N. C. & St. L. Round House . Master
E. P. Bishop, 69 S. Union St . . . . . Secretary
F. G Harrison, 55 Stevenson Ave . . . Collector
E. P. Bishop, Jr., 69 S. Union St . . . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays of each month, cor. Third and Main sts.
W. J. Torrance, 413 William St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . Collector
John K. Taylor, 1003 East Indiana st . . Receiver
Jerry Burke, 606 S. Eighth st., Terre Haute . . . . . Magazine Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
W. H. Wilder, 1217 Madison st. . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
J. F. Melcher, Sweaney ave . . . . . Collector
J. D. Hawksworth, 2003 Madison St. . . Receiver
F. F. Karns, 501 S. Ninth st . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meets 1st Sunday of each month at 2 o'clock P. M. and every Wednesday at 7:30 P. M. in T. L. Peers' Hall, Main st
C. E. Wear, 703 Union st . . . . . Master
Wm. V. Champlin, 605 Harrison st . . . Secretary
D. F Wagner, 208 Fourth st . . . . . Collector
P. A. Hamilton, 819 Harrison st . . . . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ETNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
J. J. Meehan, L. Box 56 . . . . . Master
D. B. Rathfon . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon . . . . . Receiver
H. Peeler . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
E. E. Teal . . . . . Collector
J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Sunday at 2 P. M. in Brick Block on Main st.
R. Ames . . . . . Master
W. H. Daily . . . . . Secretary
Edward McClure . . . . . Collector
A. J. Broughton . . . . . Receiver
. . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets 2d and 3d Tuesdays at 7:30 P. M. and 2d and 4th Sundays at 2:00 P. M. in Engine Hall.
J. R. Dickinson . . . . . Master
Clint Butler, Box 651 . . . . . Secretary
F. A. Rosenbauer . . . . . Collecter
C. E. Wyman, Box 499 . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets in The Dalles, Oregon every Monday at 7 P. M.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
Geo. A. Ferguson . . . . . Collector
Jno. Belat . . . . . Receiver
Geo. A. Ferguson . . . . . Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
G. Hiscox, 713 Caledonia St . . . . . Secretary
John Moriarity, Portage City, Wis . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter . . . . . Master
J. E. Beach, Drawer 1313 . . . . . Secretary
. . . . . Collector
A. H. Spencer, Box 1025 . . . . . Receiver
. . . . . Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
J. Marn, Box 619 . . . . . Master
L. L. Neibling, Box 784 . . . . . Secretary
B. E. O'Neil . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 403 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets 2d Saturday of each month.
Fred Geddes . . . . . Master
D. W. Duncan . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
J. G. Armstrong, Cushing House . . . . . Master
J. G. Armstrong, Cushing House . . . Secretary
J. Smith, 39 Eccles st . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. . . . Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
J. E. Richter . . . . . Master
Chas. McCauley . . . . . Secretary
M. J. Fitzgerald . . . . . Collector
R. C. Brockie . . . . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 1208 Ridge Road . . Secretary
John F. McFadden, cor. Seventh and Broad sts . . . . . Collector
Rush Graham, 1320 Margaretta st . . . . Receiver
William H. Morne, 1703 N. 7th st. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 P. M. in Crane's Hall.
F. M. Howard, Box C . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday night at 7 P. M.
W. Kane, Box 184 . . . . . Master
Geo. M. Lovett, Box 184 . . . . . Secretary
T. P. Davis . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 184 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets Monday evenings over Deseret National Bank, cor. Main and 1st South sts. at 7:30 P. M.
J. C. Dunton, Box 586 . . . . . Master
Ed. Shinn, 448 W. 3d South st . . . . . Secretary
Geo. M. Edwards, 234 3d West st . . . . Collector
Peter T. Tibbs, 146 S. 3d West St. . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
Jas. Robinson, 730 N. 10th St . . . . . Master
J. E. Gardner, Corner 9th and U St . . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
L. Ream, L. Box 709 . . . . . Receiver
O. M. Freese, 13 st., bet. V and W, Magazine Agent

Digitized by Google

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
W. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
William Gregg . . . . . Master
David J. Nicoll . . . . . Secretary
Alex. Hobson . . . . . Collector
Jas. Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
Thos. F. Judge, 18 Hickory st . . . . . Master
Geo. W. Welsh, 414 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
C. R. Bosworth, Box 157 . . . . . Receiver
S. A. Holman, Box 32 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M.
P. A. Branson, Box 808 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M. in Shafer's Hall.
Sam Welch, Box 311 . . . . . Master
A. E. Roebuck, Box 311 . . . . . Secretary
S. B. Grove . . . . . Collector
J. H. Kuhns, Box 311 . . . . . Receiver
. . . . . Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays of each month.
Geo. A. Updegraff, 3211 Hanover st . . . . Master
Wm. H. Smith, 4228 Wentworth Ave . Secretary
Henry Patton, 3230 Hanover st . . . . . Collector
Wm. Stack, 3828 Shields ave . . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays of each month.
Louis H. Linn . . . . . Master
Harry Douglass . . . . . Secretary
Harry Douglass . . . . . Collector
C. L. Pugh . . . . . Receiver
J. R. Romans . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
J. K. Doherty, 156 Northwestern Ave. . . Master
E. P. Tobias, 975 W. Lake St . . . . . Secretary
Plato Denny, 101 care A, Fulton st . . . Collector
H. Price, 1019 A Fulton St . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey . . . . . Master
R. H. Thompson, Fort Howard, Wis . Secretary
Jerry Wood, Box 352 . . . . . Collector
Robert Parks, Fort Howard, Wis . . . . Receiver
S. F. O'Conner, Box 449 . . . . Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays of each month at 2 P. M.
William M. Smith . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . . Collector
D. C. Lewis . . . . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7 P. M.
P. Sorenson . . . . . Master
W. O'Neil . . . . . Secretary
. . . . . Collector
H. K. Mayhew, Bozeman, Montana . . Receiver
. . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meets Sunday at 2 P. M.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
T. P. O'Rourke, L. Box 34 . . . . . Master
Charles Marsh, Box 34 . . . . . Secretary
H. W. Smith . . . . . Collector
Charles Ireland, Box 34 . . . . . Reciever
. . . . . Magazine Agent

195. RE-ECHO; Shoshone, Idaho.
Meets every Sunday, at 2 P. M. in Knights of Labor Hall, Montpelier, Idaho.
D. M. Hill, Montpelier, Idaho . . . . . Master
James E. Redmond, Montpelier, Idaho. Secretary
John R. Williams, Montpelier, Idaho . Collector
Geo. W. Rowley, Jr., Montpelier, Idaho. Receiver
Peter Lange, Montpelier, Idaho, Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 1st and 3d Friday of each month.
E. G. Haskins, Box 330 . . . . . Master
L. C. Cooper, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
P. J. Donovan . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Ira Hurless, Box 79 . . . . . Collector
Clareuce Latham, Box 446 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sunday of each month.
T. H. Sheppard . . . . . Master
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop . . . . . Receiver
E. E. Bishop . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
D. Heinselman, 313 Henrietta St . . . Collector
Chas. Stanfield, 308 North Watt . . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
Dave McBee . . . . . Master
A. Stockdale, Box 210 . . . . . Secretary
M. K. Curry, Box 210 . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
W. R. Ruffin . . . . . Master
D. W. Shea . . . . . Secretary
C. W. Steelman . . . . . Collector
J. D. Bledsoe . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

Digitized by Google

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday and 3d Monday in each month.
M. Pursell, Box 319 . . . . . Master
Albert Maunsell, Box 1231 . . . . . Secretary
Albert Maunsell . . . . . Collector
Frank Willis, Box 1231 . . . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
W. F. Moughler, Box 244 . . . . . Master
Thomas Cunningham, Box 70 . . . . . Secretary
H. Bradford . . . . . Collector
L. E. Parker, Box 255 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 53 Kline St . . . . . Master
W. L. Johnson, 45 Adams St . . . . . Secretary
Andy Verlin, 91 Jefferson St . . . . . Collector
J. R. Musselman, Box 51 . . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
D. W. Struthers, 132 West Adams St . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
. . . . . Collector
M. D. Adams . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesday of each month.
T. S. Taylor . . . . . Master
W. B. Delo . . . . . Secretary
F. A. Work . . . . . Collector
F. A. Law . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets alternate Tuesdays and Saturdays in Doan's Block, Main Street, at 8 P. M.
Charles A. Allen . . . . . Master
J. J. Lannan, Box 131 . . . . . Secretary
A. Jordan, Box 632 . . . . . Collector
A. Dunlap, Box 237 . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
T. Dorcal . . . . . Master
L. Lortie . . . . . Secretary
W. R. Combs . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays of each mouth . . . .
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Wiecks, Box 497 . . . . . Secretary
John W. Vroman, Box 497 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vroman Box 497 . . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays of each month in in Bragg's Hall, Cor. Berwick and Iron Sts.
Jesse S. Smith, 972 Wilkes Barre, St . . . Master
Stephen F. Milheim, 436 Center St . . Secretary
Jas. R. Morris, 440 Berwick St . . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets 2d Monday and 4th Sunday.
C. T. West, 55 Prospect St . . . . . Master
T. H. Lynch, 52 Stone St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 52 Stone St . . . . . Receiver
T. H. Lynch, 52 Stone St . . . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block . .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
Ed Davis . . . . . Receiver
J. Zollner . . . . . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays in every month in Lehman's Hall, 75 Linden Ave.
Geo. L. Wilson, 1423 Maryland Ave . . . . Master
J. N. Jones, 1731 Maryland Ave . . . . Secretary
B. E. Wilhelm, 319 Callows Grove . . . Collector
J. W. D. Bowen, 315 E. Biddle St . . . . Receiver
J. H. Hiler, 1751, Maryland Ave..Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets 2d and 4th Sunday in every month at 358 Broadway.
I. J. Waufle, 148 East St., Greenbush, N. Y . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 54 Pine St . . . . . Collector
F. P. Brooksby, 59 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 54 Pine St . . . . Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 3 P. M.
Harry A. Stearns, F. R. R. Engine House, Charleston, Mass . . . . . Master
C. E. Proctor, 35½ Blossom St . . . . . Secretary
H. W. Cushong, Day St . . . . . Collector
Henry L. Cass, 26 South St . . . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets every other Sunday afternoon.
W. K. Larr . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
J. L. Wiler . . . . . Master
Alex Powell . . . . . Secretary
Alex Powell . . . . . Collector
Frank Roberts . . . . . Receiver
Wm. Martin . . . . . Magazine Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
Richard Beeson, 271 Franklin St . . . . . Master
W. A. Walker, 215 Bidwell St . . . . . Secretary
Chas. A. Snyder, Alliance, O . . . . . Collector
John T. Sweeney, 189 Adams st . . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Harvey Buck . . . . . Master
Engene R. Bright . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
John Cain, L. Box 60 . . . . . Master
H. J. Carruthers, L. Box 60 . . . . . Secretary
J. Gray . . . . . Collector
Ed Everett, Box A . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. H., Child's block, 1st and 3d Sundays at 2 P. M.
Chas. W. Gardner . . . . . Master
Oscar E. Adams . . . . . Secretary
Frank B. Rugg . . . . . Collector
Chorles W. Gardner . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

Digitized by Google

222. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursday in every month at 7:30 P. M.
C. W. Harris, 47 Drake St . . . . . Master
John Cavens, 47 Drake St . . . . . Secretary
Chas. Cooper, 43 Drake St . . . . . Collector
John Cavins, ... Receiver
C. W. Harris, 47 Drake St . . . Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
E. J. Farrell . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Ralusburg . . . . . Magazine Agent

225. SUPERIOR; Fort William, Ontario.
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
T. L. Drummond Neebring, Ont . . . . . Master
H. Poole, Neebring, Ont . . . . . Secretary
. . . . . Collector
Burt Wheatley, Neebring, Ont . . . . Receiver
. . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Sundays at 1:30 P. M., in I. O. O. F. Hall, Cor. Collin and Hardy streets.
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
J. W. Spence, 33 Eldridge St . . . . . Master
W. W. Stonier, 69 Eldridge St . . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . . Collector
Theodore Haskins, 43 Munsell St . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agent

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 331 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
J. O. Bayley, 613 E. Market St . . . . . Receiver
E. Wint, 1533 Market Ave . . . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
G. W. Gilkerson, 38 Knox St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Gus. Watters, 620 Clinton Ave . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
W. S. Maguire, 609 Poplar St. . . . . Master
J. B. Cash, 3218 Haverford ave, Philadelphia, Pa. . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 119 Market St . . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in Armstrong & Lyon building.
Floyd Pollison, Box 1431 . . . . . Master
W. H. Tidaback, 19 Grand St . . . . . Secretary
Sherman Gildersleeve . . . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. Weeden . . . . . Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday and 3d Sundayat 2 P. M.
Geo. W. Anderson . . . . . Master
Frank Probert . . . . . Secretary
Wm. C. Hunter, Boz 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
James Fallon, ... Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St . . . . . Master
J. W. Walker, 2903 Penn Ave . . . . . Secretary
P. T. Williams, 2903 Penn Ave . . . . . Collector
R. O. Ferren, 2903 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1 P. M. and 2d and 4th Saturdays at 7 P. M.
J. Grether, Box 118 . . . . . Master
W. A. Callahan . . . . . Secretary
J. Grether, Box 118 . . . . . Collector
J. R. Nutty, Box 156 . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays in each month, at 10 A. M.
Benj. Dean . . . . . Master
M. J. Kennedy, 226 N. Wood St., . . Chicago, Ill . . . . . Secretary
M. J. Kennedy, 226 N. Wood St., Chicago Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman . . . . . Receiver
. . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 1 P. M.
F. L Volk, Box 782 . . . . . Master
A. R. Edington, Box 534 . . . . . Secretary
D. Lentz, Box 534 . . . . . Collector
. . . . . Receiver
. . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Sunday at 7:30 P. M.
G. Hastings, Cor. Orange and Grove Ave . Master
J. H. Bentley, 116 Cortland St . . . . . Secretary
D. Benn, 435 Blackstone St . . . . . Collector
Wm. Apted, 410 Page Ave . . . . . Receiver
D. Benn, 435 Blackstone St . . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Barager, Box 300 . . . . . Master
D. J. McGinley, Box 300 . . . . . Secretary
John Gleam, Box 300 . . . . . Collector
P. C. Hagerty, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meet at R. Y. M. C. A. rooms 1st and 3d Sundays.
Emery S. Smith, Southport, N. Y . . . . Master
E. B. Detrick, Blyly House . . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Bonham, Texas.
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Ison . . . . . Master
W. F. Rowe . . . . . Secretary
. . . . . Collector
Ed. Harvey . . . . . Receiver
. . . . . Magazine Agent

Digitized by Google

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
J. B. F. Good, 1172 Fillmore St . . . . . Secretary
N. Laughlin, 339 Oakley Ave . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th . . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet Cor. Whittaker and Broughton Sts. every Thursday at 7:30 P. M.
T. J. Winn, 12½ Jones St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
. . . . . Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
. . . . . Magazine Agent

246. MACON; Macon, Ga.
Meets on 1st, 8th, 15th and 22d of each month, at M. & W. Freight House.
W. T. Roughton, 345 Fourth St . . . . . Master
J. H. Strickland, cor. Johnson and Elm St . . . . . Secretary
C. H. Richards, 52 Ash St . . . . . Collector
W. M. Walker, 349 Fourth St . . . . . Receiver
J. I. Davidson, 345 Fourth St . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
H. F. Waters, 316 Rawson St . . . . . Master
H. B. Childs, E., T. V. & G. R. R. Shops. Secretary
Fred Carlisle, 310 Rawson St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
J. M. Baird, 194 Powers St . . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays of each month.
E. N. Packard . . . . . Master
C. S. Ellinwood Box 714 . . . . . Secretary
J. L. Brown, Box 704 . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill . . . Master
J. O. Mason, Judd, Cook County, Ill . . Secretary
. . . . . Collector
L. McKee, Judd, Cook County, Ill . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
R. H. Diggory, Kingston, Pa . . . . . Master
F. O'Donnell, Ashley, Pa . . . . . Secretary
C. H. Lamon, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall.
J. T. Meyers, East Mauch Chunk . . . . . Master
L. Wildoner . . . . . Secretary
L. H. Yetter . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser . . . . . Master
H. G. Klugh . . . . . Secretary
. . . . . Collector
M. M. Hinkle . . . . . Receiver
. . . . . Magazine Agent

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
Harvey B. Eldridge, 21 Walnut Ave . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator, 45 Hart Ave . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays of each month.
I. C. Perrin, Box 34 . . . . . Master
E. C. Connor, Box 157 . . . . . Secretary
N. J. Owens, Box 118 . . . . . Collector
Thomas Sheean, Box 25 . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 . . . . . Master
W. M. Keefe, Lock Box 472 . . . . . Secretary
H. D. Woods, Box 102 . . . . . Collector
S. H. Heard, Box 235 . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer . . . . . Secretary
Andrew Carter . . . . . Collector
M. D. Finn . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Wednesday evening at 7:30.
Mel. Norton . . . . . Master
A. S. Ritenour . . . . . Secretary
John Treadway . . . . . Collector
A. E. Leighty . . . . . Receiver
Ed Norton . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
J. Cummings, Box 107 . . . . . Master
J. A. Baker, Box 122 . . . . . Secretary
. . . . . Collector
G. E. Hanford, Box 107 . . . . . Receiver
. . . . . Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
Edgar Worrell, Box 41 . . . . . Master
W. L. Ewing, Box 75 . . . . . Secretary
Wm. Taylor . . . . . Collector
L. V. McLaughlin . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets alternate Saturdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
A. E. Hayden, Box 10 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson . . . . . Collector
A. E. Aikman . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
M. W. Fitzgerald, South Butte, Mon . . . Master
J. Byrne, Box 4, South Butte, Mon . . . Secretary
Geo. Tyndall, Box 823 Butte City . . . Collector
C. H. DeCamp, South Butte, Mon . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meet 1st and 3d Sundays of each month at 2:30 P. M. in I. O. O. F. Hall.
J. Leech, 608 S. Division St . . . . . Master
A. E. Geary, 525 S. Division St . . . . . Secretary
A. Pitman, 608 S Division St . . . . . Collector
J. Kitselman, 5 Olive St . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

Digitized by Google

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 4th Sundays in each month.
T. Hayes . . . . . Master
P. Ryan . . . . . Secretary
A. Krienke . . . . . Collector
J. E. Moquin . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 P. M. at St. Charles Hall, on Patterson St.
B. Bliss, Care P. S. Fink . . . . . Master
A. H. Flynn, 87 Pacific Ave . . . . . Secretary
T. Stockton, 87 Vallette St . . . . . Collector
W. Maguire, 155 Market St . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave . . . . Master
E. Gantt, 25 Hooke St. . . . . Secretary
. . . . . Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver
. . . . . Magazine Agent

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller st . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky . . . . . Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
W. L. Higbee, 2213 Snelling ave . . . . Secretary
D. Lucas, 407 Fifth St. S . . . . . Collector
J. D. Sharrah, 1901 3d St. S . . . . . Receiver
Sam Manhart, 2110 29th St. S . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, South Stanhope, 1st and 3d Sundays, at 4 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. . . Master
R. A. Trezise, Box 30, Port Morris . . . Secretary
M. T. Dickerman, Box 31, Port Morris, N. J . . . . . Collector
T. F. Burtt, Box 86, Port Morris, N. J . . Receiver
Patrick Ash, Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets 1st and 3d Sundays of each month at 1:30 P. M.
Joseph Osman . . . . . Master
G. B. Weller . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
Frank Maxwell . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . . Master
G. M. Wilson, 416 S. 9th St . . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
G. Smith, 208 Thirteenth St . . . . . Receiver
H. I. Sweeney, 345 7th St . . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets every Sunday at 10 A. M.
J. W. Myers . . . . . Master
B. H. Thomas . . . . . Secretary
. . . . . Collector
E. B. Engart . . . . . Receiver
. . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays of each month at 1:30 P. M.
C. W. Jenkins, N. N. & M. V. Round House . . . . . Master
W. A. Demaine, N. N. & M. V. Round House . . . . . Secretary
Eugene List, 1008 Buchanan st . . . . Collector
W. R. Saunders 420 13th St . . . . . Receiver
J. S. Marshall, N. N. & M. V. Round House . . . . . Magazine Agent

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
H. C. Moore . . . . . Master
W. Cole . . . . . Secretary
. . . . . Collector
R. H. McCarty . . . . . Receiver
. . . . . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 P. M., at Phœnix Fire House.
W. Wright, L. Box 482 . . . . . Master
M. E. Murphy, L. Box 482 . . . . . Secretary
E. Wright, L. Box 482 . . . . . Collector
Scott Jones, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
Chas. S. Fisk, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
Chas. J. Swett, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets 1st and 3d Sundays at 9 A. M., and 2d and 4th Sundays at 7:30 P. M., of each month.
W. H. Lohnes, Box 237 . . . . . Master
J. A. Atyeo . . . . . Secretary
A. B. Trenary . . . . . Collector
C. P. Countryman . . . . . Receiver
H. I. Ogle . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets over Hedden & Phelps', on corner of State and Market streets.
W. C. Brown . . . . . Master
E. E. Reeves . . . . . Secretary
Joe Scharf . . . . . Collector
Wm. H. Stephens . . . . . Receiver
Robt. Sinex . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Jones' Hall, on Main St., bet. 4th and 5th, on 1st and 3d Sundays in each month.
Bert Launt . . . . . Master
Calvin Minnear . . . . . Secretary
W. F. Gibson . . . . . Collector
W. H. Kern . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in C. M. B. A. Hall, Great Bend, 1st Saturday at 8 P. M., and 3d Sunday at 2 P. M.
F. J. May, Hallstead, Pa. . . . . Master
J. F. McCormick, Hallstead, Pa . . . . . Secretary
S. L. Connelly, Hallstead, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
S. J. Connor, Hallstead, Pa . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon of each month.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 88 Cedar St . . . . . Secretary
Benj. F. Pollard, 189 Rosette St . . . . Collector
Wm. A. Pyle, 161 Rosette St . . . . . Receiver
Chas. A. Baldwin, 48 2d St . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
W. W. Hosford, 15 Elm St . . . . . Master
Wm. Wyler, 9 Squire St . . . . . Secretary
Wm. L. Dwyer, 51 Liberty St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
I. C. Sterner, Fairmont St . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets 2d and 4th Sundays of every month in B. of L. E. Hall, cor. Warren and Potter Sts.
Frank Shinsky, L. Box 500 . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
C. L. Sterling, 701 N. Jefferson St . . . . Receiver
. . . . . Magazine Agent

Digitized by Google

287. ALTOONA; Altoona, Pa.
Meets every Sunday at 1 P. M., in Otto's Hall, Twelfth St.
W. E. Hammond, 1816 Union Ave . . . . Master
J. F. Walls, 1117 17th St . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, 1616 Union Ave . Magazine Agent

288. EMMET; Estherville, Iowa.
Meets 1st Sunday in each month at 7:30 P. M.. and third Monday, at Masonic Hall.
W. S. Davis, L. Box 80 . . . . . Master
F. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
V. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anvan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall, bet. Main and 3d Sts.
J. T. Hart, 412 Washington St . . . . . Master
R. Tierney, 117 Riverside St . . . . . Secretary
J. W. Rowland, 408 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 404 S. 3d St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday at 8 P. M., 4th Sunday at 10:00 A. M., at Pythian Hall.
W. C. Latimer, 118 Hall St . . . . . Master
Geo. W. Bruno, care G. A. De La Wotta, Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, 57 A Somers St . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

292. POCAHONTAS; Holden, Mo.
Meets at Holden, Mo.
S. Y. Smith . . . . . Master
J. G. Vogelsang, Talmage House . . . Secretary
J. H. Clark . . . . . Collector
P. B. Scanlan . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293 LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
W. J. Sharkey, 2608 Somerset St . . . . Secretary
James J. Haughey, 2710 Hewson St . . . Collector
Dennis J. Kilty, 2809 Edgemont St . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER: Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . . . Master
A. L. Jackson . . . . . Secretary
G. W. Lynch . . . . . Collector
E. A. T. Watkins . . . . . Receiver
J. L. Williams . . . . . Magazine Agent

295. U. S.: Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
H. R. Kough, 1235 Harrison St . . . . Secretary
H. R. Kough, 1235 Harrison St . . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C. F. McSteen, care John McSteen . . . . . Magazine Agent

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near McGhee St . . . . . Secretary
C. F. Misener, 115 McGhee St . . . . Collector
S. A. Presnell, 141, Cor. McGhee and Clark St . . . . . Receiver
P. H. Gleason, 104 Jacksonborough St . . . . . Magazine Agent

297. CLARK; Jeffersonville, Ind.
J. Wilson, Box 392 . . . . . Master
L. Eggleston . . . . . Secretary
. . . . . Collector
A. B. Chambers . . . . . Receiver
. . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7.30 P. M.
H. C. Wheat, 1221 S Compton Ave . . . . Master
W. B. Smith, 2121 Eugenia St . . . . . Secretary
Charles Durnell, Mo Pacific Shops . . . Collector
John McClusky, 1418 Joab St . . . . . Receiver
H. C. Wheat 1221 S Compton Ave. Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott . . . . . Master
C. H. Ridge, Box 87 . . . . . Secretary
Elwood Weishone . . . . . Collector
N. D. Huffman, Box 142 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday afteruoon and 3d Monday evening at I. O. O. F. Hall, cor. Michigan and Frankfort streets
A. S. Hewitt, 4th st. and Franklin Sts . . Master
Hugh J. Manney, 6th St . . . . . Secretary
W. H. Henry, Pine street . . . . . Collector
Jas. Whitby, 5th street . . . . . Receiver
Lew Willson, 7th street . . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
C. L. Gray, Box 231 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. POST OAK; Hempstead, Texas.
Meets twice per month in Knights of Honor Hall.
A. Werner . . . . . Master
W. A. Weir . . . . . Secretary
T. N. Aaron . . . . . Collector
W. A. Wier . . . . . Receiver
T. N. Aaron . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
F. H. Barrelle . . . . . Master
G. B. Yauch . . . . . Secretary
C. E. Humphreys . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Texas . . . . . Master care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas . . . Secretary care J. S. Turner, M. M., Jimulco, Mexico.
. . . . . Collector
H. C. Koepke, El Paso, Texas . . . . Receiver care J. S. Turner, M. M., Jimulco, Mexico.
. . . . . Magazine Agent

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 8 Bowery avenue, ... Master
J. P. Callahan, 19 Pine st . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prine St . . . . . Receiver
C. S. Woods, cor. Linden and Beacon streets . . . . . Magazine Agent

Digitized by Google

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. S. Gates, 34 Patton St . . . . . Master
W. M. Butler, B. & A. Engine House . Secretary
E. O. Sexton, 416 Union St . . . . . Collector
C. A. Chapin, B. & A. R. R . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays in each mouth
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday of each month
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point. L. I., N. Y . . . . . Secretary
Robert Spears 100 Eagle St., Green Point. L. I., N. Y. . . . . Collector
William Carroll, Long Island P.O., N. Y. Receiver
A. T. Frazier, 76 Box St., Green Point, L. I. . . . . Magaline Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
H. C. Martin . . . . . Master
Geo. W. Wareham . . . . . Secretary
H. C. Campbell . . . . . Collector
J. O. Elder . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets 1st and 5th Sundays of each month.
R. Rippen, Box 235 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
J. W. Miller, Box 341 . . . . . Collector
C. A. Howe . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets every 1st and third Sunday of each month at 3 P. M.
Mathew Hefferman . . . . . Master
F. R. Swaney, Box 6 . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets 1st and 3d Mondays in every month.
M. S. Laughlin . . . . . Master
John Williams, Box 131, Armstrong, Kan . . . . . Secretary
John Lemon, Armstrong, Kan . . . . . Collector
Edward Wilson, Armstrong, Kan . . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets alternate Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . Master
G. Lutton . . . . . Secretary
. . . . . Collector
R. Russell . . . . . Receiver
. . . . . Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Wm. J. Mattice, 58 Paine St . . . . . Master
Wm. J. Murray, 97 James St . . . . . Secretary
Christopher H. Haverly, 43 Hudson Avenue . . . . . Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
Edward Noonan, 630 N. 6th St . . . . . Master
Wm. Gordon, 836 Green St., ... Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
Henry Drake, 604 N. 10th St . . . . . Receiver
Charles H. Wesley, 327 Minersville St., Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, Glenwood, 23d Ward, Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday evening at 6:30, standard time.
T. E. Whitesides . . . . . Master
J. C. Faigh . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Saturday at 7:30 P. M. in K. of P. Hall.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
. . . . . Collector
P. E. Cage . . . . . Receiver
. . . . . Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.
Meets every Sunday at B. of L. F. Hall, over Austin's Store, at 2 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
John B. Dexter . . . . . Collector
J McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St. . . . . Secretary
James Haas, 2135 Darien St. . . . . Collector
Irwin S. Stearly, 923 Mt. Vernon St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets 2d and 4th Sundays of each month.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in New Ætna Hall, on Main st.
J. W. Fisher . . . . . Master
Daniel Geiger . . . . . Secretary
G. W. Bowman . . . . . Collector
James Kelly . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
J. J. Hoarty, Palo Alto, Pottsville, Pa. . . Master
Wm. H. Sowers, 102 W. Savoy St., Palo Alto, Pottsville, Pa . . . . . Secretary
T. F. Brennan, 391 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa, Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 42 Davis St. . . . . Secretary
G. E. Lovelace, Erie Shops . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
Leo J. Wise, 103 Main St . . . . Magazine Agent

Digitized by Google

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
Harry Brown . . . . . Master
J. M. Griffith . . . . . Secretary
Mike Sauer . . . . . Collector
Chas. E. Higgins . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets alternate Sundays in K. of P. Hall.
Wm. Crehan, Box 834 . . . . . Master
J. A. Marshall, Box 75 . . . . . Secretary
H. R. Reese . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays of every month at 1:30 P. M.
A. Dillon . . . . . Master
W. Jacobia . . . . . Secretary
H. Wade . . . . . Collector
R. H. Rundle . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
A. W. Abrant, 1354 Liberty St., Kansas City, Mo . . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
J. P. Ward, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
W. C. Wright, Box 77 . . . . . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
A. J. Wages, Ga. R. R. Shops . . . . . Master
R. B. Chapman, 414 Reynolds St. . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
H. J. Hoyt, 520 Walker St . . . . . Receiver
R. B. Chapman, 414 Reynolds St, Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays, at 40th St. and Lancaster ave.
B. F. M. Keffer, 3841 Spring Garden St . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1521 S. Woodstock St . . . . Secretary
H. A. Krauss, 1706 Afton St. . . . . Collector
F. H. Hartzell, 1503 Ellsworth St . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets 427 Notre Dame st., on every alternate Sunday.
Alfred Pring, 43½ Dufresne St., Montreal . . . . . Master
Peter Dionne, 66 Iberville st., Montreal, Secretary
Telesphore Grondines, 15 St. Catharine st., Montreal . . . . . Collector
J. G. Adolphe Brazeau, 97 Moreau st., Hochelaga . . . . . Receiver
Thomas Keiller, 28 Marlborough st., Hochelaga . . . . . Magazine Agent

336. FALL RIVER; Neodesha, Kansas.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
. . . . . Collector
J. A. McPaul . . . . . Receiver
. . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1631 Belleview Ave . . . Master
G. H. Roberts, 1631 Belleview Ave . . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays at 1:30 P. M. in P. O. S. A. Hall, corner 4th St. and Huron avenue.
Frederick Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
G. B. McMonigal . . . . . Collector
John D. Truman . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays of each month.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 156 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets every 2d and 4th Sundays, in Odd Fellows' Hall, at 1 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 507 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . . Magazine Agent

341. GOLD RANGE; Kamloops, B. C.
Meets every Wednesday at Engineers' Hall.
David Morton, Kamloops . . . . . Master
Jas. Gander, Kamloops . . . . . Secretary
Jas. Gander, Kamloops . . . . . Collector
Arthur Randall, Dowaca, B. C. . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Frank W. Dean . . . . . Master
L. Dobbin . . . . . Secretary
Chas. E. Parker . . . . . Collector
T. R. Harris . . . . . Receiver
Frank W. Dean . . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
T. W. Cresswell . . . . . Master
W. A. Ennis . . . . . Secretary
J. Robinson . . . . . Collector
E. Garranx, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets every Sunday at Phœnix Hall, at 10 A. M.
D. C. Dickert . . . . . Master
W. H. Fetner, Jr., Care R. R. shop . . . Secretary
W. H. Fetner, Jr . . . . . Collector
A. C. Lee . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
F. E. Lee . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelty . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensalola, Fla.
A. D. Slack . . . . . Master
T. Butler . . . . . Secretary
T. Butler . . . . . Collector
J. J. Sizor . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
B. S. Williams . . . . . Master
Wm. Pinkerton, Box 320 . . . . . Secretary
W. C. Fadel, Box 206 . . . . . Collector
C. H. Varis, Box 196 . . . . . Receiver
J. K. Coulter . . . . . Magazine Agent

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. MAY, 1887. No. 5.

CAUSE, EFFECT AND REMEDY.

Not long since, Hon. John O'Neill, member of Congress from St. Louis, Mo., contributed a paper on strikes and their consequences, to a publication, called the "*Labor Movement*," in which he said:

"The loss sustained by workmen and employers, together with incidental injuries to the people at large, in the disastrous conflicts of the last few years, would present the frightful spectacle of the absolute waste of hundreds of millions of dollars. For, while the loss of the strikers from their enforced idleness, and the loss to employers from injury to property and the unproductiveness of their investments, amounts to millions of dollars, the greater loss is borne by the entire country from the loss of wealth produced by employed labor, from the increased cost of articles involved in the controversy, and, in cases of a railroad strike, from the increased cost of fuel and food to the people, from the difficulty and delay in obtaining supplies; resulting also in the enforced closing of workshops and factories, through the inability of employers to obtain necessary materials, thus swelling the ranks of those thrown out of employment by additional thousands, who are in such cases the unfortunate victims of a controversy in which they are not directly interested."

Take the foregoing statements of Mr. O'Neill, as a correct presentation of the situation, and what must be the conclusion? Manifestly, that underlying the troubles and disasters of which he writes, there must be in operation disturbing forces of alarming power.

No one controverts the proposition, that strikes entail almost incalculable losses. It may not be difficult to tell in dollars and cents the losses incident to a strike, but there are other than mere money calamities which have not been tabulated, and which, to their fullest extent, never can be known. No mind can fully comprehend them, and no pen has been found sufficiently graphic, to depict all the woes which strikes entail.

Admitting such propositions, the questions arise, who are the strikers? and, why do they strike? Answers are ready: 1st. Working men. 2d. Because of real or supposed wrongs.

If we were required to give in one word the distinguishing characteristic of working men the world over, we should select "conservative" as that word. If it were otherwise, there could be no such thing in the United States as social or political stability. But it should be understood, that labor in the United States is progressive, but conservatively, not violently so. It would keep abreast of the spirit of the age, that is to say, when all else advances, education, civilization, and all other things indicative of progress, culture, refinement, better modes of living and broader fields for intellectual enjoyment, labor demands the privilege of bettering its condition, and refuses to remain stationary, or recede. It demands

Digitized by Google

for itself that steady average progress which distinguishes the times and which it makes possible. If wealth increases, labor demands a larger share of it. If the harvests increase in abundance, labor must be better fed. If shoes and stockings, hats and coats, are found in ample, or over-production, labor must be better clothed. If palaces multiply, huts must disappear, for, whether the world wants necessities or luxuries, labor produces them all, and should have a sufficiency of the former at least. If these are denied, if circumstances are created by virtue of which the necessities of life, measured by our prosperity and progress, are denied, then in that event, there will be strikes without reference to cost or calamity, because, as we have said, strikes mean that great wrongs exist.

We by no means are to be understood as favoring strikes, except as the last resort. We have faith in arbitration, but, arbitration, it must be remembered, is advocated as a means of preventing strikes and in no wise modifies the force of the facts we have stated. If the wrongs which are productive of strikes can be removed by arbitration, the grand purpose is thereby accomplished, the wrong is out of the way. The idea which we emphasize is, that labor troubles are the results of under-lying wrongs, and that every consideration of peace, prosperity and progress, demands the extermination of the wrong.

Men are continually discussing effects, while omitting all proper consideration of causes, and all too often suggesting and applying remedies, temporary and superficial, designed to obscure rather than expose and eradicate causes, as a consequence, the policy instead of curing or preventing labor troubles, has more frequently intensified dislikes and made conditions worse instead of better.

Men who are disposed to discuss labor questions rationally, and without bias, will find as a rule, that a strike means the resistance of injustice, often of such a flagrant character that submission means degradation. It is just here that the course of labor suffers from misapprehensions because only working men know by experience the full and often terrible significance of a reduction of wages. The announcement creates alarm and despondency.

It is difficult for those whose interests are not affected to realize its force. As a consequence sympathy is withheld. It may be that the world is growing wiser, but only facts and figures adequately represent conditions. Suppose a body of working men are receiving an average of $1.50 a day, $9 a week, or for the 313 working days in a year, $469.50. Suppose these men are married, each having a wife and three children, constituting a family of five. By severe experience these working men have learned that less than $1.50 a day means such additional privations as cannot be endured.

In such cases, tabulated statements showing, approximately, expenses for a family of five persons have or ought to have convincing force. upon the announcement of a reduction of, say 10 per cent. which, on $469.50, is $46.95. But it must be understood that not one working man in a thousand, works 313 days in a year, nor 300 days, still to make the case as strong as the facts will warrant we will suppose the workingman does work 300 days at $1.50 a day and receives $450, upon which a reduction of 10 per cent., or $45, is demanded.

The working man, we assume forthwith proceeds to ascertain how matters have stood with him during the past year, and produces something like the following:

300 working days at $1.50		$450 00
Rent at $8 a month	$96 00	
Weekly papers	1 50	
School books for the children	5 00	
Church dues, 5 cents a week	2 50	
Car fare to and from work 5c a day	15 00	
Fuel and light	15 00	
Doctor and medicine	10 00	
Clothing	31 25	
Three meals a day for 365 days for 5 persons, at 5c a meal each	273 75	
Total	$450 00	

Having completed the statement it

Digitized by Google

is to be presumed that the working man and his wife subject it to the severest scrutiny, because 10 per cent. off means $45 less, and instead of $450 for a year's work, it means $405.

It is quite rational, we assume, for the working man and his wife to specially consider the situation. There must of necessity be a reduction of expenses and the question is where to begin. They look over the list, item by item. The landlord will not reduce the rent, that is settled. The weekly paper is a necessity. It is the one link that connects the family with the outside world. The children enjoy it. It educates and refines them. The question is, shall it go? The children must go to school, must have books, and the parents agree the book expense must be continued for the sake of the children. The church and the Sunday school, shall these be abandoned? If we continue to worship in the sanctuary, must it be as paupers? The idea is revolting. Then comes the car fare item the shop is distant, so far away that to walk quite unfits the working man for his duties when the bell indicates that work must begin, and after ten hours the working man finds the walk home too exhaustive. Fuel and light are indispensable. The doctor and the medicine cannot be omitted. If sickness comes as come it does to all families, the sufferer must have all needed care. Clothing is reduced to the lowest point. Now comes the question of retrenchment in the matter of food, already down to 5 cents a meal, 75 cents a day, for the family, and it is decided to make an effort to live on 62½ cents a day. It is tried and found to be impossible. The butcher, the grocer and the baker maintain old prices, and it is found impossible to obtain a meal at a fraction above 4 cents.

Representations are made to the employer that the working men cannot stand the reduction of 10 per cent. But the employer is unbending, unyielding, inexorable. Now we say the outside world, has not hitherto, does not now, sympathize with the working men, and hence the verdict all too often unjustly rendered against them. And if a strike occurs a hue and cry is raised, that labor is the enemy of capital and of capitalists, when, in fact, the working man is simply striving to maintain a position and a condition which keeps want, hunger and degradation from his humble dwelling. We have presented a case in which the working man is supposed to receive $1.50 a day, but there are thousands and tens of thousands who are subjected to reductions of wages whose pay ranges from 75 cents to $1 a day, and in such cases, a reduction means despair.

The great busy world has neither the time nor the inclination to investigate such questions. It simply sees that working men by striking have disturbed business affairs and interfered with profits, hence it is ready to render a verdict against them. But there is another aspect of the case, well calculated to set men to thinking. When one set of men strike or quit work because wages are insufficient to maintain them and their families a degree above squalor, another set still lower in the scale of poverty and self-respect, stand ready to accept the degrading pay, and to live, not like American citizens, but like serfs, and all too frequently like vermin, and the facts that such is the case constitute to-day the most humiliating and repulsive chapters in the history of our much vaunted civilization.

If a remedy is to be found and applied it must be in the bold and independent utterances of the labor press of the country. If this fails in its mission and opportunities, the elevation of labor to its rightful place will be indefinitely postponed.

GOING a fishing in deep water, is if possible, a more perilous business than feeding the iron horse on the rail, as will be seen, when it is stated that during the year 1886, seventeen vessels of the Gloucester fleet were lost and one hundred and fifteen fishermen found graves beneath the billows.

Digitized by Google

POPULATION, MACHINERY AND LABOR.

As a general proposition, questions which relate to the present are of the greatest importance. There need be no labored argument, no array of fact and figures in support of the declaration. We of the present regard the past only for the good or bad examples it supplies to encourage or dissuade us. It is a great treasure house, a memorial hall, full of musty records, running back beyond the twilight of the authentic into the gloom of fable and the profound darkness of ignorance. Geologists are all at sea, when required to inform the people in what age man appeared on the stage, and began the work of "multiplying and replenishing the earth," but it is asserted, that in California conclusive evidence is at hand, to show that man inhabited that part of the earth as early as the Pliocene age. How long ago that was, God only knows, whether one thousand or two thousand centuries have elapsed since the Pliocene age began or ended is a matter of conjecture. It is said to have been the age when the earth was full of huge monsters of which we know nothing except as remains are found, such as mastodons, megatheriums, etc. But such questions concern us little, though as a matter of national pride, we should not object to having it understood, that California may lay just claim to having the first man.

Fortunately, in discussing the population question, we are not required to wrangle about the first man. Those who believe the Bible account, need not seek for facts or fiction beyond the date of the deluge, which according to sacred chronology occurred A. M., 1655. Shall we be particular? The present year is A. M. 5891, and as only Noah and his boys, of the human family escaped the flood with their lives, it is only 4,236 years ago since they began the work of peopling the earth—for the sake of round numbers, we say 4.000 years. The population of the earth is now estimated at 1,500,000,000 which shows an annual increase over death from all causes, since the flood, of 375,000.

We have said the population of the earth is now estimated to be 1,500,000,000. Suppose we deduct one-fourth for adolescents, and one-fourth for an age incapable of procreation. This would leave one half, or 750,000,000 for the task of multiplying and replenishing the earth, or 187,500,000 families of two, man and wife—we assume that these proportions will remain unchanged.

If we credit the procreating number, the families of two, with one child a year, and deduct one-half for death from all causes, from birth to man and womanhood, we should have an average annual increase of population of 93,750,000. At this rate of increase, the population of the world would double in sixteen years. But, if instead of making the increase of population 6¼ per cent. we make it 1 per cent., then the population of the earth would double in one hundred years, and in 1897 we should have 3,000,000,000 instead of as at present estimated 1,500,000,000 human beings on the earth. That the net increase of population in the world may reach 1 per cent. or 15,000,000 a year, we assume is within the boundary of rational conclusion, and, in so far as the United States are concerned, we apprehend the conclusion will be that we shall more than double our population during the next century. It should be mentioned in this connection, that the influences abroad in the world, which philanthropists believe are to dominate, are in direct conflict with war. The idea is that an era of universal peace is to come, and that too at no very remote period, and the theory, be it said, is not Utopian, it is not a freak or fancy, it is not to be classed with vagaries and hallucinations. Civilization is eternally protesting against war. Science is daily extending its domain, and the years of a generation are steadily increasing, because the foes of life are diminishing in number and fatality, hence population is to increase in a far greater ratio

Digitized by Google

in the future than in the past. As a consequence the work of subduing wildernesses and conquering waste places is to go forward with ever increasing rapidity. In this regard, a decade of years will equal a century or more in the near past, and lands capable of sustaining dense populations are to be given over to the plow. Just here, the reader may deem it wise to consult the map of the world for the purpose of noting particularly where this increased population is to live, and how it is to subsist. There are four hemispheres, the eastern and western, and the northern and southern. For our purpose, the latter are the more interesting, because we are looking for land, and we find most of it in the northern hemisphere, or north of the equator. Manifestly, it is in order, for the purpose of our argument, to ascertain as near as practicable, the land area of the globe. This, according to accepted authorities, amounts to 54,000,000 square miles or 34,560,000,000 acres. Deducting those portions included in rivers, lakes, marshes, and bogs, in deserts, mountains and the uninhabitable polar regions, and it will be safe to say that the arable lands of the globe do not exceed 27,000,000 square miles or 17,280,000,000 acres. By the term "arable," which strictly defined, means land fit for the plow, we include grazing lands upon which meat producing animals may subsist.

In arriving at any rational conclusion in regard to the number of persons that can subsist to the square mile of arable surface, we enter the domain of speculation, and yet we shall find upon examination, some facts which will enable us to obtain such reasonable approximations as will redeem conclusions from any just intimations of mere conjecture. England, Wales and Scotland have a surface area of 81,507 square miles, and a population of 24,628,955, or 302 to the square mile. England and Wales have an area of 50,922 square miles, and in 1861 had a population of 21,358,382, or 419 to the square mile. England and Wales may, we think, be taken as a standard by which to measure the food productiveness of the arable lands of the world. This being accepted, we have a basis of calculation of value. It is a fact well understood, that England, which is probably the best cultivated land in the world, is able to feed herself not more than six months of the year; hence, the conclusion, that under the most favorable circumstances, a population of 209 to the square mile, of the arable lands of the world, is the ultimate limit of population, or, when the population of the world has reached 5,643,000,000 it will have all it can feed, provided that every arable acre is cultivated equal to the cultivation now practiced in England.

We have said that the population of the world is now 1,500,000,000. If, as we have mentioned, the increase is 1 per cent. or 15,000,000 a year, in one hundred years or in 1987, the population of the earth will be 3,000 000,000. If for the next one hundred years, the increase upon 3,000,000,000 should be 1 per cent. a year, or 30,000,000, then in the year 2087, two hundred years from the present, the population of the world would be 6,000,000,000—357,000,000 more than is required to give a population of 209 to the square mile, the extreme of the food producing capacity of England at the present time.

The question now arises, will the introduction of mechanical, labor saving machinery during the next two hundred years go forward as rapidly as during the past one hundred years? The reply is not only in the affirmative, but is declarative that the manufacture of labor saving machinery will increase in a ratio that almost defies exaggeration. In the progress of invention, land is to be almost exclusively cultivated by machines—the plowing, planting and harvesting—the threshing shelling, sacking and packing of grain, is to be done by machinery, and so with every other crop. The loading and unloading of the product of forest, field and farm will

Digitized by Google

be done by machines. The mining of coal, provided a cheaper fuel is not discovered, will be performed by machines. Devices will be discovered and put into operation for loading and unloading of ships, and this ceaseless invention is to go forward at a rate which will represent the labor of 10,000,000 of men, for every 1,000,000 of increase in population. Those who are at all familiar with facts, as they exist today, will not regard our declarations as visionary, already they are of startling significance. In our own favored land, though population has increased with such gigantic strides as to create amazement, labor saving machinery has also increased in a way to make fact read like fiction.

In Europe, where every country is over crowded, save Russia, the cry is emigrate, and the question is, where? For four hundred years it has been to America, and America is filling up. In less than one hundred years the cry in America will be emigrate, and the question will be asked, where to? If southward, where to? If northward, where to? Will it be to tropical countries? Will it be towards the northern polar regions? Will it be to Africa? Take a glance at the map of the world, and point out where Americans are to go, when, like Europe, population reaches the limit of the food producing capacity of its acres, and when millions of men will be demanding work and food. With 60,000,000 of population in a country capable of sustaining 400,000,000, there is even now a cry for work, a cry for food, and clothing. There is unrest and disquietude. Can men find a remedy for such haggard conditions now? If not, what is the hope for the future? Let it be understood, there is to be in the near future, no monopoly of land in this country, and later on, no monopoly in land anywhere on the face of the earth. The time has arrived for statesmen to take rational views of practical subjects. There must be no monopoly. No "divine right to rule," no devilish right to crush. The era of fair play is coming, as certain as that the past has been given over to injustice. The time is coming, when men can live only by a *fair divide* of the necessities of life. Up to a certain limit, nature will lay a plate for every man, woman and child, and woe betide the monster who steals the *rations* belonging to that plate. England will eventually relax her grip upon Ireland's lands. The time is not distant when land monopoly in the United States will be a crime as heinous as piracy, when the price of food will not be regulated by gamblers compared with whom foot pads are gentlemen. In spite of labor saving machinery, which all too often is labor starving machinery, men will not starve, live in caves, nor go naked. It is not too soon to think upon such things, and think profoundly. Population is increasing, and hence the demand for work is increasing. Labor saving machinery is increasing to an extent which seriously complicates the problems of living. With exultant pride we talk of production, but mingling with notes of exultation there comes the refrain of *over* production, idleness and want. We proudly boast of increasing population of cities and states, but with every advance, the question arises how are the increasing millions to be fed, clothed and sheltered? Croaking is not the mission of the *Firemen's Magazine* but manifestly with facts in full view, looming up like mountain peaks, it were well to make timely suggestions for thoughtful people.

JUDGE GRESHAM, of the United States District Court, recently laid his judicial hand pretty heavily upon certain lawyers, whose fees for service as railroad attorneys were too large by *one half* which was just the amount of the reduction.

THERE are twenty-four establishments in the United States, engaged in manufacturing steel rails, with an aggregate capacity of 3,671,000 tons a year.

Digitized by Google

HENRY WARD BEECHER.

Over the land and under oceans and seas of the round world, the lightnings on thousands of miles of wire have flashed the news that Henry Ward Beecher is dead. The announcement has been the cause of regret wherever it has been heard. We say regret, because while all realize that a great intellectual light has gone from the earth, others who knew him more intimately, and others still, who enjoyed his confidence and love, will lament and mourn his passing away.

We do not write of Henry Ward Beecher because he was a great preacher, a great lecturer, a great writer and a great thinker—though in these regards, he stood in the front rank of the most gifted and renowned men of the century, and is entitled to large space in every publication in the land, in which to record his intellectual triumphs at home and abroad. But Henry Ward Beecher was the ardent friend of the Brotherhood of Locomotive Firemen, and to this he bore eloquent testimony in a stirring address delivered before the delegates to the annual convention held at Denver, September, 1883. The delegates to that convention will remember with what rapturous applause he was received, and with what felicity of speech and earnest friendship he addressed "the boys." Now that the voice of Beecher is hushed in death, we are disposed to reproduce some of his utterances at Denver, because they show the high estimate he placed upon the Brotherhood.

Beginning his address with a glowing tribute to the City of Denver, he said:

"To a man that loves his whole country it cannot but make him proud of the enterprise that has constructed so beautiful a city in what almost might be called a wilderness, and to meet such a convocation of men here, men whose character should command the respect and gratitude of every man who has consideration for his fellow men, is a great pleasure to me this morning."

Mr. Beecher, then briefly discussed the great railroad systems of the country and said:

"We might look at the whole system in its interior, at the men that manage all the details, the freight, the tickets, the conductorship,—of them all, I do not know any class of railroad men that deserve more than the firemen and the engineers in the railroad service,—I regard the fireman as a man that is worthy of being an engineer, after a little while. And as to the engineer, what can be said more, than that they are the body of men with whom it is safe to trust that which is dearest to us in all the world, our children, our wives, our husbands, our brothers. They are the men with whom it is safe to trust human lives. Take them as a body, throughout the United States, the firemen and the engineers are the men in whose care it is safe to put millions of property and millions of human lives. * * * If there is any danger the engineer and fireman have the first taste. They are in the lead in almost every respect, but certainly in the element of peril, and whether it be in the midst of snows in winter, or if it be the sweeping freshet, the gaping bridge or in the night, when there are no stars, and no moon, and the lights have gone out; it is in every condition that the railroad engineer and railroad fireman, meet the music of death, and meet it with a heroism that has no equal on record. For they are men who have periled their lives, have stood and given themselves for the safety of the charge behind them with a heroism never surpassed on any battle field, or in any other scenes of human life." * * * *

"You should no more pass the fireman or engineer without raising your hat to him, in token of respect and honor, than you would pass General Grant or General Sherman. * * * * I therefore accord to you all gratitude for the success with which you have conducted this great Brotherhood, that stretches out into every state and territory, not only of our own land, but to the adjacent nations and people. We are all one substantially. I take great pleasure, therefore, in meeting you. May the fire never scorch you, may the engine never break down under you, may the road be always good and well spiked, may the respect and gratitude of your fellow citizens surround you, and may the blessing of Almighty God make your life peaceful and your immortality glorious."

Such were the generous words of Henry Ward Beecher to the firemen at Denver in 1883, and we recall them now that he is gone with special pride and satisfaction. No man in America was more capable of appreciating Locomotive Firemen than Henry Ward Beecher. He traveled much, he was a close observer, and a truthful talker.

Digitized by Google

He praised only when he saw merit, and no man could more quickly discern manly quality. He had a great brain and a great soul. He was broad gauge, cared little or nothing for creeds. He appreciated honesty, sincerity, without regard to flag or badge, name or creed. He did not believe in crape or dirge. He did not believe death an enemy, at least not his enemy, and he forbade crape and requiem at his funeral. Flowers and evergreens symbolized his faith, and songs which inspired thoughts of triumph, distinguished his obsequies. He was the friend of our Brotherhood, and though dead, his kind words survive and will not be forgotten.

A LITTLE arithmetic, now and then, is relished by working men. Suppose a man has one acre of ground, for which he paid $20.00. Suppose he drinks one glass of beer a day for which, he pays five cents. In that case, he gets away with 108 square feet of his land with every glass of beer he swallows, a piece of land 9x12 feet, large enough for a cemetery lot. If he takes more than one glass of beer a day, or indulges in more costly beverages, arithmetic will inform him how the land slides down his throat, including fences, trees, rocks, etc. A little arithmetic in such matters, throws a flood of light upon small, but exceedingly important and interesting facts.

"TERRY HUT."

Since I tuk hold o' Gibbses' churn
And been a-haudlin the concern,
I've traveled round the grand ole state
Of Indiany lots of late!
I've canvassed Crawfordsville and sweat
Around the town of Lafayette;
I've saw a many a county seat
I used to think was hard to beat;
At constant dreenage and expense
I've worked Greencastle and Vincennes;
Dropped out of Putnam into Clay—
Owen, and on down that way
Clean into Knox, on the back track,
Fer home again and glad I'm back!
I've saw these towns, as I say—but
They's none 'at beats ole Terry Hut!

It's more'n likely you'll insist,
I claim this 'cause I'm prejudist,
Bein' borned here in old Vygo
In sight of Terry Hut—But no,
Ye' clean dead wrong—and I maintain
They's nary drop in a y vein
O' mine but what's as free as air
To just take issue with you there!—
'Cause boy and man fer forty year
I've argied against livin here,
And jawed around and traded lies
About our lack 'o enterprise,
And tuck and turned in and agreed
All other towns was in the lead,
When—drat my melts! they couldn't cut
No shine at all with Terry Hut!

And I've come back, with eyes that sees
My faults at least, to make my peace
With this old place, and truthful swear,
Like General Tom Nelson does—
"They hain't no city anywhere
On God's green earth lays over us!"
Our city government is grand,
Ner is they better farmin' land;
"Sun kissed"—as Tom goes on and says—
"Er dowered with sich advantages!"
And I've come back with welcome tread,
From journeyin's vain, as I have said,
To settle down in ca'm content
And cuss the towns where I have went,
And brag on ourn and boast and strut
Around the streets of Terry Hut.

And where's the city, high er low,
Kin ekal us, I'd like to know,
In pint o' statesmanship er wit,
And genuine git up-and git!
And, say in business, where's as clean
A record now as Rile' McKeen?—
E a more purely daily walk
In railroad er in racin' stock?
And search the earth from end to end,
And where's a better all-round friend
Than Eugene Debs?—a man that stands
And jest holds out in his two hands
As warm a heart as ever beat
Betwixt here and the Mercy Seat!
And so, this side o' there, I put
My bulk o' faith in Terry Hut!

—*James Whitcomb Riley.*

Digitized by Google

ABILITY AND OPPORTUNITY.

There can be no truer utterance than this: "What a man does is the real test of what a man is." Among the different kinds of ability which different men possess, the kind which all men respect, and most men rank as highest in the scale of their estimation, is that which enables its possessor to do what he undertakes, and attain the object of his ambition or desire. Human ability can be classified under distinctive names.

For example, there is the speculative or philosophical cast of intellect; the ability to think long and connectedly upon abstract truth or propositions; the ability to investigate and discuss intelligently the higher range of questions and topics in physical, mental and moral science. Again, there is the executive talent, the power to manage large and critical enterprises: the power of handling men and facts; the power to carry a scheme or a purpose into immediate and telling effect; the power to "run things" generally, and make them go. And again there is the ingenious, inventive talent, the capacity of making discoveries in science, mechanics, and the useful arts; the power which makes a man fertile in expedients, and leads him to contrive all sorts of objects for ornament or use, or for both combined. Then there is the ability to write, the ability to sing, the ability to imitate and personify, and hundreds of other kinds which we will not attempt to enumerate. But after all, the ability to succeed in life, or as another has happily expressed it, the talent to "get on in the world," is something superior to all these, if a man can have but one kind; because it is infinitely more practical and useful. These are the conditions of success, give a man power and a field in which to use it, and he must accomplish something. He may not do and become all that he desires and dreams of, but his life cannot be a failure. I never hear men complaining of the want of ability. The most unsuccessful think that they could do great things if they only had a chance. Somehow or other something or somebody has always been in the way. They know how to get rich, but they lacked opportunity. Sit down by one who thus complains and ask him to tell you the story of his life. Before he gets half through he will give you occasion to ask him, "Why didn't you do so and so at the time? Why didn't you stick to that piece of land and improve it, or to that business and develop it? Is not the present owner of that property rich? Is not the man who took up the business you abandoned successful?"

He will probably reply: "Yes, that was an opportunity; but I did not think so then. I saw it when too late. If I had known how things were going to turn out I might have done as well as Mr. A. That farm was offered to me. I knew it was a good one, and cheap, but I knew that it would require a great deal of hard work to get it cleared and fenced, to plant trees, etc., and to secure water for irrigation. I did not like to undertake it. I am sorry now that I didn't. It was one of my opportunities." If we fail, in ninety-five cases out of a hundred, it is our own fault. We neglect to improve the talents with which our Creator endowed us, or we fail to enter the door that he opened for us. A man cannot expect that his whole life shall be made up of opportunities, that they will meet him at regular intervals as he goes on, like mile-stones by the roadside.

Usually he has one or two, and if he neglects them he is like a man who takes the wrong road where several meet. The farther he goes, the worse he fares. A man's opportunities usually have some relation to his ability. It is an opening for a man of his talent and means. It requires toil, self-denial and faith. If he says, "I want a better opportunity than that. I am worthy of a higher position than it offers." "I won't work as heard and economize as closely as that opportunity demands," he may in after years see the folly of his pride and indolence. If you wish to succeed, you must do as you would to get in at a door through a crowd. Hold your ground and push hard. To merely stand still is to give up your chance and hope. The successful man is not the one who sits down and idly folds his arms, saying, it is of no use; but rather the one who takes advantage of circumstances, and endeavors to overcome them.

The word luck is a mere bug-bear for the idle, the languid, and the indifferent. Here are two boys in the same home, with the

Digitized by Google

same parents, and the same opportunities and means, but one grows up and uses his circumstances as stepping-stones to fortune, the other becomes reckless, and dissipated and worthless. The race is not always to the swift, nor the battle to the strong, but by the right application of swiftness and strength to the object in view. For the world in general is won by doing the right thing. in the right way, and the right time. Every man is placed more or less under the influence of events, and the influence of other men, and it is for himself to decide whether he will rule or be ruled by them. Those whom the world calls "lucky fellows" will be found in the majority of cases, to be keen-sighted men who have surveyed the world with a scrutinizing eye, and who, to obtain clear and exact ideas of what is necessary to be done, employ the skill necessary to execute their well approved plans. There is nobody whom fortune does not visit once in his life; but when she finds he is not ready to receive her, she goes in at the door, and out through the window. Opportunity is coy. The careless, the slow, the unobservant, the lazy, fail to see it, or clutch at it when it is gone. The sharp fellow detects it instantly, and catches it on the wing. There are young men all over the country who want to get rich, and yet they scorn such opportunities as many have improved. They want somebody to give them a lift, so that they can avoid the early and arduous struggles of the majority of those who have been successful. No wonder that such men fail and complain of Providence. Grumbling is usually a miserable expedient that people resort to to drown the reproaches of conscience. They know that they have been foolish, but they try to persuade themselves that they have been unfortunate.

G. H. Whitney.

A SERENADE.

"What are you trying to play now?" asked Clark one morning of his fireman, Miller, as they lay in "the hole" waiting for the brakeman to come and put the "98" on his train.

Jack sat on his seat box, pensively blowing on a mouth harp, but at this rather pointed question he stopped and knocking the harp on his hand remarked:

"Guess you don't know good music when you hear it, do you? That's 'Purty Pond Lilies,' that is."

"I thought so," said Clark, "and you hadn't got to the lilies, either, had you?"

"How's that?" asked the fireman, a little suspicious.

"Why! You was kind of sloppin' around in the mud and water towards 'em you know," and the engineer looked out on the line of distant hills showing dark against the blue of the sky. Miller very near fell off the seat, but he recovered.

"That *does* settle, it sure enough. I can stand most anything, but that's the last straw that went through the eye of the needle, that is, and I quit. I'm satisfied, purfec'ly satisfied," and he settled back on the cushion.

"Satisfied 'bout what?" asked Clark.

"Well, I used ter think you was a purty good sort of a feller; after'ards, I thought you was a kind of a snide; *now*, I know it."

Clark was anxious for a reconciliation; he said: "I didn't mean anything, Jack, s'help me badger! You see I never heard that tune before, and thought you were playing me for a flat, with the name, sabe?" Miller was pacified.

"All right, old man, I beg your parding. Nothin' wrecked yet, I guess, but ain't that a dandy tune?" Clark said he thought it was. The fireman continued, "Yes, it's a good tune; an awful good tune. Talk about yer 'Sweet Violets' and 'Showered Agin'' —Lord! They can't hold a candle to 'Purty Pond Lilies,' even give 'em double the steam and half the train, eh?"

Clark agreed with him entirely.

"That's what!" went on Miller, "it's a way up tune. I'll play it for you again," and he put the harp to his lips, but Clark said, hastily.

"Never mind, Jack, never mind. I've got too bad a cold to appreciate it to-day.

"That's funny," remarked the fireman. "Somethin' like the way I got left the other night. Did I tell you?"

"No; what was it?"

Jack looked at his fire and crawled back on the seat.

Digitized by Google

"You knew my girl had moved? Didn't? Well, she has, leastways her old man has—up on Twelfth street. After I got 'Purty Pond Lilies' down fine on the harp, I concluded to go up and sarynade her. I didn't know the house, but a feller showed it to me all right enuff. When I got there I cleaned the fire and with the gauge at a hundred an' forty waded in. And I played it in great shape, too. Quivered it awhile, then kinder let it die away, easy like, and then come out strong, opery fashun, you know. Well, I played for about ten minutes, then stopped to blow up ag'in and see what kinder time I was makin'. I looked up at the winders, cause accordin' to Hoyle she should appear at one of 'em and lean her head on her hand and lissen, then as the last exaust dies away on the quiverin' atmosphere, she should pluck a rose from her shinin' mass of hair, or a note from her shirt front, drop it gently at my waitin' feet and disappear. I looked, but no posies or billy dux came floatin' down, no curtains was drawn aside, and nary face loomed up at the winder. Kinder queer I thought, but maybe she was asleep, maybe I didn't play hard enuff, so I squared myself, coupled onto that harp an' with the throttle wide open, began again. Lord! but that was a spurt. 'Purty Pond Lilies' floated around like girls at a dutch picnic—they yelled, and hollered, and snorted in seventeen different languages, and when my steam got low I eased up like, and they begin fallin' round me like the remains of an Iowa cyclone. I stopped once more an' lissened, looked over every winder on that side, then went clear around the house and took in all the glassware, but no white face showed up in the flickerin' moonlight, no quiverin' sigh was wafted out to the termater patch where I stood. I begin to feel lonesome, but I thought I'd give it one more whirl just fer luck. I got behind a barrel out by the pump in case I should wake the old man, cause I knowed it would be rather embarrassin' to both of us, specially me, if he *should* do the like. Well, I whistled off brakes and let her have it. You never saw the like in your life. She slipped at first in the go off, but that wa'nt nothin'. Just as I was gatherin' speed a little, a boot-jack came crashin' 'gainst the pump and I heard a fellar say, 'Durn a fool any way that'll come around a deaf mute school playin' a jews harp—git, you son of a gun! or I'll fill ye so full of lead you won't get home till the roses nest aga'n.' Say, I have often remarked that I wasn't no hog, that's the truth every bit of it and I stopped playin.' If there's anything that'll discourage me its to have some idiot that don't know a valve yoke from the air pump, throwin' slurs at me. And to make it worse here I'd been loafin' round a deaf and dumb factory a sarynadein' 'em. No wonder my girl didn't wake up, seein' as she was about five blocks farther up the street, but there's one wish I want granted before I die, and that is to meet the feller what showed me the house. Say, you could go to a funeral then." But the brakeman standing at the switch signalled them ahead, and there were no further remarks. *Clel Ryder.*

For the Magazine:

TO MY OLD SCOOP.

Old scoop, your work in life is done,
Your mission is at its end;
And like us mortals, you have come
To grief at last, my friend.

Your back is broke, your temper gone,
You are a wreck from stem to stern:
And as your fate I look upon,
This lesson I will learn.

That life to us, so bright just now,
In our young manhood's prime,
Will terminate at last, I vow,
In such a state as thine.

Here is your rival, bright and new,
With blade so smooth and clean;
All ready to begin and do
Its best to keep up steam.

Through many a dark and dreary night,
We've traveled along together,
Making a hard and noble fight
Against the throttle lever.

The thought has often come to me,
Though foolish I declare;
That in the fire a hole you'd see,
And throw the coal right there.

Since first I drew you from the store,
All bright, spick, span and new,
I've handled a thousand ton or more
Of diamonds black with you.

But now you're crippled up at last,
To the scrap pile you must go;
No more you'll feed the engine blast
And keep the fire aglow.

Well, now, old comrade we must part,
Good-bye, old friend, good-bye;
There's a warm place for you in my heart,
Oh yes! and there's a sigh.

—*Mulligan Guards.*

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

No. III.

Next in order we will take up the Wedge as a topic in discussing the so-called mechanical powers. The wedge is probably the most simple of the powers and is to be found in varied forms in every house, for pins, needles, knives, forks, hatchets and axes are all wedges, differing only in size and in the pitch of the sides. On the Locomotive we find them at the point of the frame and cylinders, in the rods in the shape of keys, and they are utilized to take up the wear in the driving boxes and pedestal jaws, for which purpose their gradual increase in size seems to have an especial advantage over any other means which could be used.

Wedges are very effective appliances, where a great force is to be used for a small distance, and their power differs in proportion to the amount of taper they have. For instance, a wedge one foot long and two inches thick at its large end, will exert more force in proportion to the power applied, than a wedge one foot long and four inches thick, because the sides of the former are more nearly parallel, and do not offer as much resistance to the blow as the more blunt wedge. A well known fact of the property of wedges to transmit power is shown in the rod-keys, where a tap of the hammer is sufficient to set the brasses tight—a heavy blow with the hammer will set the brasses tight enough to hold up the other end of the rod; while a blow with a sledge, would no doubt set them tight enough to twist the pin off. The driving wedges can also be "set up" so tightly, with very little pressure on them, as to bind and carry the full weight resting on that driver; hence we see the immense force exerted by driving wedges, and cease to be astonished when we see large rocks split by a series of small wedges driven by comparatively light blows. The real force exerted by wedges can not be as readily determined as it can in levers or pulleys, for the force of blows struck can not be accurately determined, and the wedge also meets more or less friction in its forced passage into or between the bodies to be forced apart. But we think it unnecessary to say anything more about wedges, and will leave this subject and say a word about Inclined Planes, as this is a subject which deeply interests every fireman.

In our vocabulary we call inclined planes grades, and according to the number of grades we have to climb, and their inclination, our work will be increased or diminished. It is hardly necessary to say anything much about inclined planes, because they are so familiar and everyone knows their utility in raising heavy bodies from one level to another. For instance, a train runs one mile, and in doing so is found to be 50 feet higher at its end than at its beginning; the whole train besides rolling a mile has also been lifted a height of fifty feet. Imagine, if you can, how many derricks it would take, and how much force would have to be applied to lift such a train to such a height, and yet it is done every hour in every day, in every section of our country. We could not well afford to dispense with inclined planes, for without them all our vast railroad enterprises would have to come to a halt, and progress would have to be very slow, if it were necessary to devise means to raise or lower trains at the end of every level. So we will say, "All hail to the inclined plane," even if the incline is the wrong way and makes us sweat to surmount it.

A Simple But Valuable Invention.

Dover Era.

Mr. Wm. Weiler, of Port Morris, has shown us the model of his patent car coupler, which does its work accurately and is mainly remarkable for its rare simplicity. A swinging plate in the draw head holds the pin above. When the link enters the head the plate is pushed back and the pin drops through the link. Because of its simplicity its cost is a mere bagatelle, and it can be arranged to put on any cars, and it even works to perfection on cars of different heights. Mr. Weiler has also invented another valuable device to be used on cars in place of the three link coupling. A long link is held in a slanting position and when the cars come together the link drop over a hook in the opposite car. The length of the link furnishes the loose play required. Both inventions are very ingenious in their simplicity and cheapness and we hope Mr. Weiler will reap from them the reward they richly merit.

[The above has reference to Bro. Wm. Weiler, the efficient Master of Byram Lodge No. 271. Stanhope, N. J. We hope Bro. Weiler's patent coupler may meet with a full measure of success and that the inventor may realize a handsome revenue from it.—ED. MAGAZINE.]

PORTAGE CITY, WIS., March 5, 1887.

MR. EDITOR:—I have studied the problem of "the pair of drivers" and think I have solved it. If "Pilot Bar" is so fortunate as to have a baby-carriage in the house he will see, if he ties a string to one of the lower perpendicular spokes, ⅓ of the distance from center of axle to the floor, which is the position of the pin on a 6 foot driver with a 24 inch piston stroke, that when he pulls on the string, the driver (carriage-wheel) will move toward him; also, that the pin, or place of attachment, will move *toward*, not from him and that the wheel will *not* slip.

Tommy Short.

Digitized by Google

The Hammer Blows of Locomotive Driving Wheels.

How, When and Where they are Struck.

MR. EDITOR—In the April *Magazine* I promised in my next article to show by illustration and explanation *how*, *when* and *where* the hammer blows of a locomotive's driving wheels are struck.

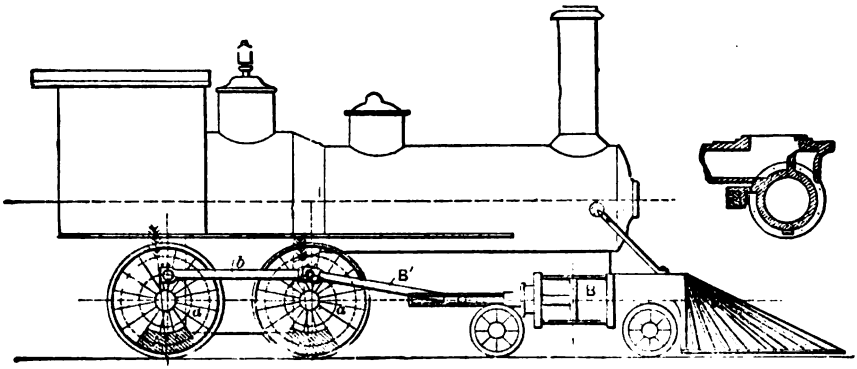
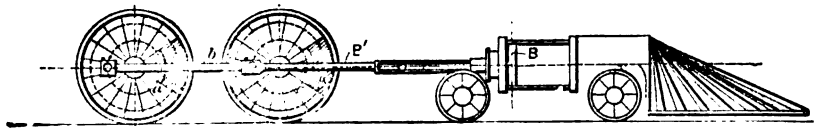


Fig. 1.

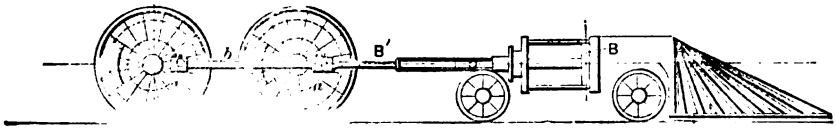
The illustration, figure 1, shows the "right hand" or "leading engine," the crank pin, C, at its upper limit, and in line with the vertical base line, B, the parallel rod above and in line with the parallel base line B; the centre of the counter-balance, A, in contact with the rail; the piston-rod and its guides, in the centre of the cross-head guides; the piston head in the centre of the cylinder head, the connecting rod B in an angular line from cross-head to crank pin C. In this position, the driving wheel, considered as a lever, is exerting its greatest power. The point of the arrow through the driving wheel in contact with the rail is where and when, in the driver's revolution, the so-called "hammer blow" is struck.

Fig. 2.



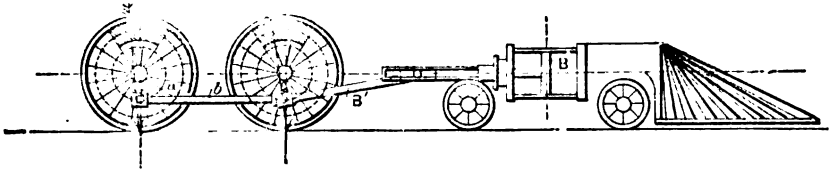
The illustration, fig. 2, shows the "left hand" or "following engine" on her "back centre," the crank pin, parallel rod, cross-head and connecting rod being on a line with the base parallel line; the piston head being at the backward limit of its stroke in cylinder B; all the parts named, for an imperceptible instant of time, being at rest.

Fig. 3.



In one-quarter revolution forward of thedrivers, fig. 1, they take the position shown in fig. 3, i. e, the right hand engine is on her forward centre, while the left hand takes the position of fig. 1. The position of all the parts in fig. 2 are reversed, being in the case of the counter balance, back of the centre, and in the crank pin forward of the same, the piston head at the front end of the cylinder B.

Fig. 4.



Again, one-quarter revolution forward of fig. 1, and we have the position shown in fig. 4, the right hand engine exerting her minimum of power, the crank pin on its lower

Digitized by Google

limit, and in line with the vertical base line, the parallel rod below the parallel base line, the piston head in the centre of cylinder B, the connecting rod in a line angular to the earth from cross-head and guides to crank pin, the counter balance A at its upper limit.

Another quarter revolution forward, and fig. 2 assumes the position shown in fig. 4 and fig. 1—the position first named is fig. 2.

Another quarter forward and both wheels of right and left hand engines have made one revolution and assumed positions figs. 1 and 2.

These quarter lead adjustments are made so that one engine, while exerting her maximum or minimum power, will not allow both engines to be on their dead centre at the same time. This has sometimes happened by having a loose axle or the slipping of an eccentric, or both. In dealing further with this subject it will be understood that neither of these conditions exist.

We will now consider the other movements of the locomotive as a whole, considering it as contra-distinguished from a stationary engine, which has only the "speed of rotation," while the locomotive has the "speed of translation" added to the "speed of rotation." It is this combination, with the bite of the drivers upon the rail, that is the earning power of our railways. The measure of this is the amount of traction obtained by weighing the drivers, so they will hold and not slip on the rail. Sixty thousand pounds, or 7½ tons to each driver, is a common thing with our heavy express passenger locomotives. This is weight alone, and has nothing to do with the hammer blows which we are now considering.

Referring again to fig. 1: We have shown that when in that position the locomotive is exerting her maximum power; the other side, fig. 2, is on her dead centre and doing nothing. and just here I ought to mention some recent indicator tests, to show what that power is. A passenger locomotive with 15x24 cylinders, 120 pounds steam pressure, was put to a hauling test on a 63 feet grade per mile. The indicators showed 130-horse power at a speed of 5½ miles per hour. The same engine, when running at the rate of 65 miles per hour, 120 pounds steam pressure, 5 feet 9 inch drivers, 315 revolutions a minute, with 1260 feet of piston speed a minute, developed 624 indicated horse power. It is this 624 indicated horse power that is exerted to throw the locomotive to the left when in the position of fig. 1, fig. 2, the left hand engine, being on her dead centre. It is this action, alternately from right to left, that is known to enginemen as "nosing around," or "wee-wahing."

Fig. 1, as shown, having struck her "hammer blow," which Mr. John W. Cloud gives as nine tons and twenty-seven pounds at each revolution of the drivers, moves to the position of Fig. 2, on her dead centre, "nosing" the front truck and cow catcher to the left with 624 indicated horse power, at the speed of a mile a minute, the blow having been struck and reacting upon the springs and weight above the axles, while all weight below these must depend upon the rail and road bed for their elasticity, which, when of stone ballast or frozen solid cannot amount to much; when the loss of proper traction is overcome and she again gets her full grip on the rail. Fig. 2 at once repeats the operation in one-quarter revolution, "wee-wahing" to the right Imagine this swaying, gyrating, hammering motion transferred in its action from road bed to bridges, and is it any wonder they go down? Rather is it not a wonder they don't? The rail must take this alternate thrust from right to left, at each quarter revolution of the drivers, with the ridged, coned wheel base of all the wheels when she hugs the lower rail of a reverse curve, as in the recent Vermont accident. There will also be found a flat place on the upper half of the axle, and also a corresponding mark on the axle box in the line of the arrow. It is no uncommon thing to have broken axle boxes, and these come from the blow on its reaction, and, possibly, partially from other and minor causes.

It may be well to mention in this connection, when speaking of the ridged wheel base of the drivers, and, in fact, all the wheels, but the drivers, especially from their increased leverage, and as the medium through which all power is applied and exerted, the further fact, that, in all wheels in the train in contact with the rail the top is moving twice as fast as the bottom, while the bottom is standing perfectly still, thus exerting a centrifugal and tangential force which has been known, at high speed, to lift the trucks from the tracks, swing them around and wreck the train. It is not likely to occur in the locomotive, because of its greater and excessively heavier comparative weight, but that this force is enormous in the drivers as compared with the other wheels is self-evident to any one familiar with the subject.

Taking fig. 4 as an illustration, here we have 300 pounds of counter-balance, five feet eight inches from its axis of motion—the rail — moving (the speed of the train 60 miles per hour) from 120 miles an hour, at the top, to nothing at the rail, in one-half a revolution, the downward force of gravity added; then the other half in an upward movement lifted to its limit, from nothing to 120 miles per hour, and this repeated 10½ times a second.

Curiosity prompted me recently to visit the Baldwin works to try an experiment, which has direct relation to the subject under consideration. We found a pair of drivers, 5 feet 6 inches in diameter, with the usual counter balance of 300 pounds, with the crank pins in, but of course no weight of

Digitized by Google

boxes, connecting or parallel rods. Placing these upon the rail in the position, right and left hand, as figs. 1 and 2, we had the weight of counter balance, as in fig. 2, to assist in moving fig. 1 to position fig. 3. In the next quarter movement, from 3 to 4 and 1 to 3, where it was all lift, it took the force of five strong men to get these wheels to the last named position. The man in charge said it was the usual custom to set six men to such a task.

For the purpose of this statement we will assume that the driving wheels here shown are 4 feet in diameter, the stroke 2 feet, the speed through the base parallel line 50 miles per hour; then the several parts will be operating as follows: A, the counter balance, is striking the "hammer blow," its axis being in contact with the rail, and at rest, the top of the wheel moving 100 miles per hour, the crank pin and parallel rod 75 miles per hour. At the same time the left hand engine is in position as fig. 2, the crank pin and counter balance being at rest, and about to reverse their movement from left to right to right to left; nevertheless, they are moving at the speed of 50 miles per hour by the speed of translation.

Next in order we are brought to consider the movements of fig. 4, as contra-distinguished from all other movements heretofore shown. The counterbalance is here moving at the stated speed of 100 miles per hour, exerting its maximum force by centrifugal lift and tangential force, while the crank pin and parallel rods are moving at a speed of 25 miles per hour, the parallel rod exerting its force on the hind driver below the base parallel line, the angularity of the connecting rod from the crosshead to the crank pin, and only exerting its minimum force, makes a combined thrust and lift. It will be found that there is a flat place on the tire, corresponding with the point of the arrow in contact with the rail (fig. 4), and a corresponding flat place on the upper part of the axle in a line with the shaft of the arrow. This is the position in which the parallel rods are subjected to their severest strain—a combined lifting force by centrifical and tangential action, and also in combination with a thrusting and lifting force through the action of the connecting rod in an angular line with the cross-head. All these combined produce an action on the parallel rod which may be compared to what is known among mechanics as backlash, or a lashing, whipping motion. Broken parallel rods and their effects are too well known to all concerned for me to further dwell on this subject here.

There is in this connection another movement familiar to enginemen to which I will ask attention for a moment. When the connecting rod is in position, as fig. 4, we have the rocking motion, which can be distinctly seen in the roll of the smoke stack from right to left, as the right or left hand engine assumes the position in fig. 4.

The next point in order to consider is one of the most interesting in the mechanics of the locomotive. By reference to the cylinder B, resting upon the truck wheels, it will be seen, as contra-distinguished from the cylinder of the stationary engine, it is *movable* instead of *stationary*. Fig. 1 shows the piston head B moving *through* the cylinder. Fig. 4 shows the cylinder moving *over* the piston rod and head. To make this movement plain and comprehensive, take a stovepipe hat. Holding it at rest with the left hand, consider the right hand and forearm as the piston head, and the forearm the piston rod; move these through the hat until you touch the crown. This is the movement shown in fig. 1. Now hold the right hand at rest, and with the left move the hat over and from the hand and forearm, and you have the movement in fig. 4.

Heretofore, the *Magazine* has given the authorities on the "hammer blow" very fully. Assuming these to be correct, we find the blows struck by the two drivers of 5 feet 8 inches diameter, with 300 pounds counter balance in each wheel on the Pennsylvania railroad, as per Mr. John W. Cloud's calculation as engineer of test for that road, and subsequently as mechanical engineer on the same, and now superintendent of motive power, New York, Lake Erie & Western, as a 9 tons 28 pounds at each revolution of two drivers at the speed of a mile a minute. Measuring a mile as 5280 feet, with its two rails as 10,560 feet of rails to receive blows, the drivers as in circumference three times their diameter, say 17 feet, and we have the blows struck as shown in fig. 1, to be followed by fig. 2 in one revolution, and we have two blows, one on each side, of 9 tons 28 pounds, or two blows with a total of 18 tons 56 pounds at each revolution in 17 feet. Taking the blow as stated, and the number of feet as of two rails at 10,560 feet, divided by 17, and we have 11,195 tons 388 pounds to the mile struck by the "hammer blow" of the locomotive.

There is an interesting question relating to another movement, reference to illustrations, figures 2 and 3. It will be seen that piston in cylinder B is at the backward limit of its stroke, it must reverse its movement, come to a *dead* stop, and move to the forward limit of its stroke, and another dead stop. These stops occur every twenty-four inches. My next article, and its illustrations, will refer to a measurement of this disturbance, as shown in *absolute practice*.

In dealing with all these mechanical movements, I cannot finish this article without reference to the center of gravity, and I ask the reader's attention to Webster's

Digitized by Google

illustrated dictionary, p. 211, its definitions and illustrations. An engineer with whom I am well acquainted once asked me to give him my explanations of the peculiar movements of an engine built for high speed. I ought, perhaps, to say, he belongs to an organization formed at the Chicago Railway Exposition, 1883, of which I had the honor of being Secretary. It was made up of the most skillful men in the profession of locomotive engineers, and these men were sent out as the representatives of the great locomotive establishments of this country. This organization was known as the "Brotherhood of Locomotive Traveling Engineers," and any one of the 700 locomotive engineers who reads this article, and wore the badges to the reception "To the Old Engines and their Engineers," will remember that body of men. To them was delegated, by the Commissioners of that Exposition, the honor and the responsibility of the entertainments in the annex, largely in the interest and for the advancement in practical knowledge of the locomotive engineers and firemen: How well that body did their work, was fully acknowledged by Mr. J. McGregor Adams, the treasurer of the Exposition, and its leading and executive officer, by the tender of the finest dinner ever given at the Leland House in Chicago. The satin ribbon, in which the bill of fare was enclosed, had sketched upon it a railroad scene, each of which were different, and by the hand of his daughter. Many of these men spoke several languages, had visited many countries, had taken out and put up engines in foreign countries, wherever the American locomotive was run. My pen is running away with me in this matter, but I trust it will prove interesting to all readers; but what I wished to show was that the question was raised by men as skillful as those I have named.

This gentleman said: "Once I was deputized to take a new high speed engine to a railroad company and get all the speed I could out of her. The road bed was a very good one, but two or three miles of it, as it approached the town, was filled marsh, with some slight curvature. This part, especially in the spring, as you came upon it with a heavy engine at good speed, seemed to have a sort of sinking feeling. One day I was running her for all she was worth, when it seemed to me she seemed to take the bit in mouth, turn well upon one side, stick her nose well down, and that all my control of her was gone; in fact, I thought my last day had come and that the engine would never right herself; she did, but it was an even chance, and that chance against me."

I have given much thought to this; and, while it is a comparatively new question to me, I believe there are positions of a locomotive which I have here described to which another element I have not mentioned should be added; i. e., the fact that the outer driving wheels on a curve have to travel a greater distance or slip, while the inside wheel on the curve must run slower or slip, to which add the centrifugal, tangential, hammering, swaying, gyrating, "weewahing," "nosing around," rocking, thrusting, rolling forces, in combination with alternating and varying speeds, from 0 to 120 miles per hour, 10 1-5 times a second and I believe that such forces can so combine, that when "she has her nose down," she cannot right herself, and must roll off the rail, because, perhaps, her centre of gravity was too high, as in one of the Fontaine locomotives that "rolled off" and killed her engineer or fireman.

It has been decided by the Vermont railroad commission that the cause of the recent terrible accident at White River Junction was a broken rail. On the Pennsylvania system in New Jersey this past week they have had a very bad accident from a broken rail, two days after two broken rails in one day, and yesterday another, and yet only last week they put upon one of their lines locomotives 20,000 pounds heavier than ever before. In every case here mentioned it is admitted that the engine broke the rail. Had we not better, while abolishing the stove, go back to first principles and adopt the old motto, "An ounce of prevention is worth a pound of cure?"

If I have not covered every point shown or illustrated by the cuts, I have tried to do so. It has seemed to me that the importance of the step and the constantly recurring accidents were my warrants for so doing, and if I tire yourself and readers, please bear with me, and take these as my excuses for so doing.

William E. Lockwood.

GLEN LOCH, PA., March 14, 1887.

MARQUETTE, MICH., March 7, 1887.

MR. EDITOR:—In the *Magazine* for July, 1886, I notice the following communication from Marquette, signed "A Member":

Will some of the numerous readers of the *Magazine* answer the following questions: Freight train No. 4 is due to arrive at yard A at 5:45 but arrives there at 5:40, and not having the train under control collides with yard engine in yard limits, yard engine being unable to get out of the way. There is a time-card rule that all trains arriving at or leaving yard A will look out for yard engine within the yard limits. Who is responsible for the accident?

There was an accident where I am employed that occurred some time ago, and was nearly similar in its details to the one above. I think it must be the one referred to. If so, "A Member's" statement is hardly correct in all respects. Accommodation train No. 4, due to arrive in yard A at 5:45, collides with the yard engine at 5:42, train No.

Digitized by Google

4 then having four-tenths of a mile to run with a heavy train to where she would leave her freight cars and then proceed one mile further with her passengers. There is no time card rule to the effect that all trains leaving or arriving at yard A must look out for the yard engine. Further, 5:45 is the leaving time as well as the arriving time of train 4 at the yard.

In view of these facts is H. A. correct when in the September number of the *Magazine* he answers "A Member" to the effect that train 4 has no rights in yard A until 5:45? What would he do if the yard were two or three miles long? Where your correspondent is employed, yards C and D are two miles apart; train 4 has thirty minutes between the two yards, with a good track and no work to do between them. If H A. is correct as to his views of the rights of train No. 4 in yard A, I would like to know from him what this leeway or interval of thirty minutes is allowed for? *A. N.*

How to Run a Locomotive.

MR. EDITOR. A recent number of the *Railroad and Engineering Journal*, published by Mr. M. N. Forney, New York City, contains a valuable article under the above caption. It is also illustrated with diagrams taken by indicators which should receive careful study, as they show at a glance the difference *management* makes in the matter. As space forbids the reproduction of the whole article, I will endeavor to condense the most important points.

The writer, Mr. Richard H. Buel, shows that the locomotive is a pair of engines, driven by "exceptionally high pressure" steam, for the purpose of saving coal and water. After showing that the nearest counterpart to the locomotive is to be found in the automatic cut-off steam engine, with this difference, that in the locomotive the runner does the work, which is done automatically in the engine, the writer says that the requirements in each case are as follows: "To start from rest and attain the required speed in the shortest possible time, and to maintain this speed as nearly as possible under varying loads, always producing the necessary power with the greatest economy attainable under the given circumstances." The first part of this proposition every runner aims to accomplish, but in many instances no attention at all, or at best but very little, is paid to the point of economy. Having produced high pressure steam Mr. Buel says, "good sense seems to dictate that the locomotive should receive the benefit of this pressure, and that it would not be very commendable practice to reduce the pressure by throttling the steam before admission to the cylinder," and reasons from this that every good runner will try to imitate the automatic cut-off action as near as can be by using the reverse lever to vary the cut-off, instead of killing the effective force of the steam by throttling it.

In order to fully test this matter Mr. Buel had a number of trips made by the same runners on the same locomotives and on the same runs, and had diagrams taken showing the difference. We submit a table of Fig. 1:

		Diagram in full lines.	Diagram in broken lines.
Lbs. per square inch above atmosphere.	Boiler pressure	121	125
	Average back pressure	7.5	13.2
	Indicated pressure	75	73.2
	Release pressure	33.2	48.6
Revolutions per minute		190	193
Link (point of cut off marked on quadrant)		8	12
Position of throttle valve		Fully open.	Half open.
Weight of a cubic foot of steam at release pressure, lbs		0.1160	0.1504
Ratio of weights		1	1.3

From the above it appears that the locomotive was doing about the same work but using about 30 per cent more steam in the one case (with the throttle half open) than in the other with throttle wide open and cut off earlier in the stroke.

Not satisfied with one demonstration Mr. Buel had three locomotives tested, and gives the result below. In comparing these tables you will remember that the same amount of work was done in each case, but in the first trip the runner followed his accustomed practice, while in the last two trips he was required to cut off as early in the stroke as possible, and leave the throttle wide open while running. The result and Mr. Buel's deductions are found below:

Number for reference.	Locomotives.	Boiler pressure lbs per sq. in. above atmos.	Lbs. of water per car mile.	Remarks.
1	A	134	39.73	Preliminary run
2	A	129	34.22	Regular run.
3	A	127	34.78	Regular run.
4	B	132	43.29	Preliminary run
5	B	133	36.65	Regular run.
6	B	127	37.93	Regular run.
7	C	119	42.32	Preliminary run
8	C	133	36.75	Regular run.
9	C	132	34.91	Regular run.

It appears from the last table that a great deal of trouble and vexation is often caused by badly disarranged valves, and that economy is out of question with a locomotive of this kind, yet very much depends upon the way the runner handles his locomotive, and fully warrants the concluding paragraph of Mr. Buel's article, as follows:

"The questions treated in this article are well worthy the attention of railroad officials. The experiments made by the writer shows that very considerable economy in drawing trains can be effected without making any change except in manipulation,

Digitized by Google

and that locomotive runners can readily be induced to exchange a wasteful for an economical mode of running. Unless there is some serious fallacy in the observations, locomotive runners might well study the action of an efficient governor on an automatic cut-off engine, and then be sent to their locomotives with the injunction, 'Go ye and do likewise!'"

From the article and its accompanying diagrams and tables it is evident that a great waste of steam and water, and also, as a necessary result, of fuel, is caused by the mismanagement of locomotives by using the throttle instead of the cut-off by the reverse lever to regulate speed. When the difference is as great as in the first table it means that with three tanks of water some runners will do a given amount of work, while others would use four tanks to do the same work.

In the second table the difference is not quite so great, but still it ranges as six to seven in most cases, and this is bad enough; for if a runner uses seven tanks of water to do the work which six tanks should do he is wasting supplies; not that the cost of the water amounts to a great deal in most sections of our country, but it will certainly show just as great a difference in the consumption of fuel, for it will most assuredly require more coal to evaporate the seven tanks of water than it would the six tanks. Take it for an ordinary run and one runner would use seven tons of coal while with due study of economy six tons would have been sufficient to do the same work. Now multiply this saving of a ton a day at, say $3 a ton, by 300 days in a year, and by 300 locomotives in the service of a given road, and you will be astonished at the grand aggregate figures, for it amounts to $270,000. This surely is an amount worth saving, and might make the balance sheet of many railroads show a surplus instead of, as in many cases, showing a loss to the company. By thus studying and practicing economy the locomotivemen of the country would not only be helping their employers, but while doing so they would be benefitted themselves; first, by the consciousness of having done their full duty, and secondly, the fact that they have been faithful to their trust will not be forgotten or ignored, and that in due time they shall have their reward either in a pecuniary way or by a promotion to a higher and more responsible position.

ST. THOMAS, ONT. March 18, 1887.

MR. EDITOR:—I sit down to answer "Eccentric," who in January's *Magazine* asked some Canada Southern fireman to give a full description of the great run made Nov. 16th, 1886, of 107 miles in ninety-seven minutes, including four minutes' stop at Erie and Huron Junction for water and oiling all around, thus making the actual running time ninety-three minutes for the 107 miles. He said he had seen an account of the run in several railway journals, and wanted to see an account of it in the *Magazine*. Below I append an exact copy of the running sheet in the dispatcher's office, fully attested by G. W. Babbett, Chief Train Dispatcher:

FAST TIME ON THE MICHIGAN CENTRAL RY., NOVEMBER 16, 1886. CONDUCTOR, J. P. COURTRIGHT. ENGINEER, ANDREW METZINGER. ENGINE 416.

Stations.	Arrive.	Depart.	Distance bet. Stations.	Minutes bet. Stations.	Miles per Hour.
St. Clair Junc	. . . .	1:27 P. M.	. . .	. . .	. . .
Shedden	. . . .	1:31½ P. M.	4.9	4½	65.3
Iona	. . . .	1:35 P. M.	3.9	3½	66.8
Dutton	. . . .	1:40 P. M.	5.9	5	70.8
Bismarck	. . . .	1:46 P. M.	6.6	6	66.0
Rodney	. . . .	1:50 P. M.	4.4	4	66.0
Taylor	. . . .	1:53 P. M.	3.4	3	67.9
Highgate	. . . .	1:57 P. M.	4.7	4	70.5
Ridgetown	. . . .	2:02 P. M.	5.6	5	67.2
Harwick	. . . .	2:07½ P. M.	5.9	5½	64.3
E. & H. Junc	2:12 P. M.	2:16 P. M.	5.0	4½	66.6
Charing Cross	. . . .	2:18¼ P. M.	2.4	2¼	63.9
Buxton	. . . .	2:23¼ P. M.	6.2	5½	67.6
Fletcher	. . . .	2:27¼ P. M.	4.1	3½	70.2
Tilbury	. . . .	2:33 P. M.	6.9	5¾	72.0
Comber	. . . .	2:38½ P. M.	6.6	5½	72.0
Ruscomb	. . . .	2:42½ P. M.	5.0	4	75 0
Woodslee	. . . .	2:45½ P. M.	3 9	3	78.0
Essex Centre	. . . .	2:50½ P. M.	5.6	5	67.2
Maidstone	. . . .	2:54½ P. M.	4.5	3¾	72.0
Pelton	. . . .	2:58½ P. M.	5.4	4¼	76.2
Round House	. . . .	3:02½ P. M.	4.7	4	70.5
Windsor	3:04 P. M.	. . . .	1.4	1½	55.9
Total	. . . .	. . . .	107.0	93.0	69.0

I certify this report to be correct, the train being timed by the standard clock in the Dispatcher's office here. G. W. BABBETT,
ST. THOMAS, ONT. C. T. D.

The engine, No. 416, is of Schenectady make, 5 ft. 8 inch wheel, cylinder 18x24, with a steam pressure of 135 lbs. Andrew Metzinger, engineer, Bro. M. J. Blanche, fireman, and J. P. Courtright, conductor. The train consisted of the two private cars of Mr. C. Vanderbilt and President H. B. Ledyard, of the M. C. R. R.

Any other questions you may wish to ask in regard to the matter will be cheerfully answered. *Sandy.*

RAWLINS, WYO., March 10, 1887.

MR. EDITOR:—In the February *Magazine* "Pilot Bar" says: "If you place a pair of engine drivers on a level track with one pin on the bottom quarter and tie a rope on the pin and pull on the rope, the drivers will roll from you." He also says that if the drivers rolled towards you, the pin would have to go backwards in making the circle. He gives his opinion only—I have seen it tried often. If he will try the experiment he will find that the drivers will roll towards him and the pin will *not* go backwards in making the circle. *Draw Head.*

Digitized by Google

The Hammer Blow.

MR. EDITOR:—An article in the January number of the *American Journal of Railway Appliances*, by Mr. W. H. Booth, has attracted my attention, and if space permitted I should like to see it reproduced in these pages, in order to show the author's ideas of the "hammer blow," and his proposed remedy for it, but as this cannot be done, I will try to give a brief synopsis of the article.

The first proposition Mr. Booth starts out with is that "the drivers which are counterweighted for the pistons, cross-heads, etc., are evidently out of balance vertically," and says that one way to balance would be to have the cylinders at right angles to each other, but dismisses the idea as impracticable. In further consideration of the matter, Mr. Booth arrives at the conclusion that it is not so much a blow as a gradual increase and decrease of pressure on the point of contact of the wheel with the rail, and assuming that it is heaviest when the counterbalance is down, and lightest when it is up, Mr. Booth proposes to overcome the hammer blow by nicely adjusted springs, and by "placing the wheel upon the axle eccentrically," or out of its true centre, making one side of the wheel higher than the other by an eighth of an inch. Then, by running at just such a speed, the movement of the locomotive upon its "eccentrically" placed wheels, aided by the springs would overcome the hammer blow; but how about the irregularity of the "eccentrically placed wheels?" Would not this remedy be worse than the disease it was designed to cure? That others doubt the efficacy of this remedy is shown by the editorial clipped from the same number of said *Journal:*

"In the paper that we reproduce from the *Journal of the Franklin Institute*, Mr. W. H. Booth makes a very interesting recommendation, yet one that can hardly be expected to obtain a general adoption, even if it ever receives the first application in the form of an experiment. The whole tendency of modern locomotive construction is toward greater and greater simplicity of parts and design, and though there may be many attachments that are being added to the machine that it did not have a few years ago, they are put on solely for the advantage they give in safe and economical working. Therefore, while it would be interesting to try if the placing of a driver upon an eccentric seat on the axle would reduce the hammer blow, the very evident expense and the complication of the scheme will prevent application.

"Then, as the writer acknowledges that the hammer blow is not a blow, but a gradual application of a heavier weight, the advantages of the scheme are still less obvious. The arguments of the author are, however, ingeniously worked out, and are worthy of the attention of the committee that have the matter in their charge."

That even after having written a long paper on the subject, the matter is not clear to Mr. Booth, is shown by his closing words, appended, to which we call the earnest attention of all advocates of the "blow." He says:

"It might be added that, as the variation of pressure on the rail is shown by a wave diagram, it can not amount to a *blow*, and cannot therefore possibly injure the rails, except in so far as they are generally weak. For 'how does the rail know' that the heavier *pressure* at the time the supposed *blow* is taking place is not due to a generally heavier locomotive without a blow? At most, the effect of the blow is to increase the pressure on the rail about twenty per cent. in places and reduce it twenty per cent. in others. (This with, say, five and one-half foot wheels.) Hence a rail twenty per cent. stronger is needed, for the increase may come anywhere. With such a stronger rail, the hammer blow would have no further effect than a perfectly balanced wheel on the normal rail."

If, therefore, our M. M.'s and M. E.'s and mechanical editors cannot fully agree what it is, when it occurs, and what the remedy is, the rank and file may be pardoned for standing back and awaiting developments. In this connection, I wonder whether a man, after being fairly weighed, could take hold of his legs with his hands, and pull himself, or portion of his weight, up from the scales, or could he add to his weight by taking a hold somewhere else and pushing down? This seems to me to be about what the advocates of the hammer blow preach, but what I would like to see them practice on, for I think they would have to make some funny moves to make themselves heavy or light by changing holds, and pulling up or pushing down. So much for this part of Mr. Lockwood's theory; now let us consider the proposition laid down by Mr. Lockwood in the March *Magazine*, that "if the axle of a locomotive be allowed to rest on a wood block, inserted into the cellar boxes for that purpose, and then rotated on that block, the wood bearing becomes the axis of motion, because the axle turns *on* it." According to this, the rail often becomes the axis of motion, for the wheels often turn *on* them in the same manner in which the axle is said to turn *on* the wood bearing, but among railroad men this kind of turning is called *slipping*, and with good reason. It will never do to confound a bearing or support for a shaft or axle, with the axis of motion, and even Worcester's definition, as quoted, seems to me to fully corroborate my idea, for he says: "The line, real or imaginary, that passes through any body, on which it may be supposed to revolve." Mr. Lockwood puts the emphasis on the word *on*, but utterly ignores the word *through*, which also forms part of the definition, and without which we obtain an incomplete and incorrect idea of the matter. As the axis of motion of the axle of a locomotive was the point under consideration, I hope Mr. Lockwood will in imagination pass his line *through it* (not along its circumference), and find that the axis of motion coincides with the center of motion, both being lines *around* which the other parts of the body revolve. We are after information, and in order to get at the truth we must investigate every proposition before we presume to use them as a foundation for future deductions, and for this pur-

Digitized by Google

pose I venture to give my ideas, even if they do conflict with the opinions of men prominent in mechanical and scientific circles.

"Jim Crow," in answering "Jerk Water," is in the main correct, the only difference being that the pin travels over 75 inches instead of 72 inches, as "Jim Crow" has it, for the circumference of a circle is more than three times the diameter, gaining at the rate of 1 inch circumference to 7 inches diameter, above the common rule of 3 diameters, equalling the circumference. In regard to the pressure on boiler, I would say that all well-informed mechanics agree in stating that the bottom of a boiler has to bear the steam pressure, with the weight of the water added; that is, each square inch of plate in the boiler will have to stand a uniform pressure of, say, 100 pounds while those below the water line will have to sustain the weight of a column of water 1 inch square, and reaching to the surface of the water, in addition to the 100 pounds borne by the other parts of the boiler. *Vulcan.*

LONDON, ONT., March 7, 1887.

MR. EDITOR:—I see by the February number of the *Magazine* that "Pilot Bar" has a different opinion to "S. B" and "Vulcan," in regard to "East Line's" problem in the August number. I quite agree with him, for should the wheels move toward you, the pin will have moved from you, for instance, suppose a perpendicular rod be attached to the center of the axle on a swivel and weighted at the bottom so that it will keep its position. The crank-pin and center of the axle before being moved will be in a line, while if the wheels move toward you the pin that you have been pulling on will have moved away from you, or to try and illustrate it a little more clearly, suppose you were to step on a spoke of the wheel about the same distance from the axle as the crank-pin is, the wheel will of course move in the direction to the side of the axle that you are on, so I fail to see how the pin will move the opposite way to which the force is applied. I have another question: In what part of the circle described by the travel of a crank-pin around the axle is the most power conveyed, that is, will it pull more when the crank-pin is traveling the top half of the circle than while it is traveling the bottom half, or vice versa? I ask this because I think it involves a question of leverage between the axle, crank-pin, and the rail. *Tender.*

SLATER, MO., March 3, 1887.

MR. EDITOR:—In the December issue page 721, I notice two questions asked by "East Line." 1st. "If you place a pair of engine drivers on a level track with the pin down and tie a rope to same pin and pulling it, which way will the wheels move?" Will say that if the wheel does not slip on the rail it will move forward until the pin is on its back center. I believe the wheel would be more liable to slip than to move ahead. "East Line" also asks the following question on same page: "Which end of main rod travels the farthest in one revolution?" My solution of the problem is this: Suppose the engine has a two foot stroke. It is evident that the distance from the center of the hub to the center of the pin is just 1 foot. Therefore, if the radius of the circle traveled by the main pin is 1 foot, the diameter must be 2 feet, and in order to find the circumference, we will multiply the diameter, which is two feet, by 3.1416, which will give nearly the circumference; therefore, 2x3.1416 equals 6.2832, this is the distance the back end of main rod will travel, while the forward end will only travel twice the stroke on the guide which will make the distance that the forward end will travel in one revolution 4 feet, and the difference in the distance of the two is:

6.2832 distance back end.
4. distance forward end.

2.2832

Hence, back end travels 2.2832 feet more than forward end. *C. S. F.*

"IT is a great mistake to underrate technical education for those who are to have responsible positions in the motive power and mechanical departments of railways. I have noticed that those who decry 'theory' never get beyond a certain point. The men who grow, and who steadily rise either in position or capacity are almost always those who study books and read railway papers, as well as watch closely everything on the road and in the shops." This language, recently uttered by the head of the motive power and machinery department of an important railway, expresses a truth which should never be lost sight of. The speaker had never had the advantage of a technical edecation; his educational course having been through the shop and the cab to the office. But he got into the office and performs its duties with great success, because during those shop and foot-board years he tried constantly to study out the reason of things—that is, to reduce his practical knowledge to "theory."—*Master Mechanic.*

A STEAM boiler has been patented by Mr. Elias B. Birge, of St. Paul, Minn. This invention relates to upright steam boilers designed more especially for fire engines, and provides for a novel construction, combination, and arrangement of parts to effect a rapid generation of steam while utilizing the fuel to the best advantage.

Digitized by Google

WHITEY OWENS.

At 10:50 P. M., on the night of July 21, train No. 109 left San Antonio, N. M., for San Marcial; no indications of a storm near, all the boys in good spirits, with a fair prospect of reaching home "on time." When the engine came opposite the "Thousand Mile Tree," five miles east of San Marcial, she plunged into a wash-out fully fifty feet wide and six feet deep, caused by a cloud burst in the mountains to the west of the track. Of the three men that were on the engine, Sidney Hockett was the only one to come out alive, and he left a good share of the muscles of his left arm in the wreck. The fireman, Frank Priester, was making his last trip. He was found pinned to the boiler head and buried up in coal. "Whitey" Owens, the brakeman, was found under about four feet of coal and sand. Both men were killed instantly. The incidents described in the following lines speak for themselves. Both men stood high in the estimation of all who knew them:

He was only a brakeman, was "Whitey,"
  And he never was found from his post,
He was quiet and thoughtful, and sad like,
  And you never could hear of him boast.
For "Whitey" was one of those heroes
  That could die for a friend, and not blow,
He was true to his word and his partner,
  And always kept up his own row.

One evening his train was a coming
  Down grade like a thundering rocket!
And a smilin', with hand on the throttle,
  Sat "Syd," my good friend Sydney Hockett;
A braver and trustier human
  Never pulled out a throttle, nor twisted
A nut, than "Syd" Hockett, our "Syd,"
  The honest, the genial, the trusted.

"My God!" said Jim Wales, "Whitey's" pardner,
  As he stood on the back of the train,
"She's gone over and into the river,
  I shall never see "Whitey" again."
Then over the wreck sprang Will Vensell,
  Will Vensell, conductor, and Wales,
But "Whitey," and Priester, and Hockett,
  Were under the engine and rails.

Frank Priester, the fireman, and "Whitey,"
  Were under the engine and dead,
And "Syd," noble fellow, a shouting:
  "I'm held in a vice, but my head
Is out of the water, and clear
  As the chimes of old Trinity's bell;
Look after the others, I'll wait, boys,
  But I tell you she pinches like hell."

It was nearly five miles to the station,
  Two men all alone in the night
Could render no aid to the living,
  And Priester and Owens were all right,
For God sent a special to bring them,
  Where the track is not laid in the sand;
Where the old Rock of Ages is ballast,
  And where there is no Rio Grande.

Jim Wales and Will Vensell then hurried
  Through darkness and pitfalls and flood,
And exhausted, arrived at the station,
  All covered with bruises and blood;
And the river kept rising on Hockett,
  Till death looked him square in the eyes,
While the engine he loved held him anchored,
  His arms between her and the ties.

Then "Syd" got his two knees together,
  To brace for one pull for his life,
"If I only could get at my pocket,
  I'd cut myself loose with my knife.
"But I couldn't," said "Syd." "So I gathered
  Myself for to straddle the blind;
I pulled a good hand in the draw, pards,
  But I left lots of muscle behind."

And to-night, while I'm telling the story,
  "Syd" Hockett is suffering intense;
But the boy's got the grit of a Spartan,
  And his courage is simply immense.
And altho' he has dropped lots of muscle,
  From duty he never will swerve;
And likely as not in the tussle
  He'll make up the loss with good nerve.

And now just a word for Frank Priester:
  'Twas to be his last trip on the train;
Next day he would start for St. Louis
  To see his dear mother again,
His dear, aged mother, bed ridden,
  Is waiting for "Frankey" to come,
And Frank is now waiting for mother,
  Where there is no straying from home.

"Whitey" Owens had a history, poor fellow,
  Which he kept in the depths of his heart,
And in fancy he pictured a fair one
  Whom destiny kept far apart.
His father had once made a blunder,
  Which, when dying, it seems he could see,
And the news came as "Whitey" went under,
  'Neath the shade of the "Thousand Mile Tree."

A fortune was left to the rover,
  The pride of his dear mother's heart,
The darling, the life of the homestead,
  From whence he should never depart.
Ah, well! "Whitey" died but a brakeman,
  But brakemen have souls, now and then,
And "Whitey" was one of the whitest
  And cleanest of men among men.

And Jim Wales, he must not be forgotten,
  The comrade of Owens, good and true,
His grief is more crushing to night, boys,
  Than the grief of the entire crew.
And comrades grim death has a pic-nic,
  While we drink to their health, let a tear
Roll down for both "Whitey" and Priester,
  And hurrah for the brave engineer.

—*Captain Jack Crawford, "The Poet Scout."*

He was naturally bashful, and in her company was dumb as an oyster. She understood him, and one evening asked plainly what made him so silent whenever he called on her.

"I er-I don't know," he stammered. "I always ah-have something to say before you come in, but I can't get it out."

"Indeed?" she said encouragingly.

"Yes. I am like a bottle that is corked up tight."

"Very tight, Mr. Smith?"

"Yes, indeed, very."

"Well, that isn't so bad as you think. There is one good thing about it."

"What is it, pray?"

"Why, you know the tighter a bottle is corked the more forcibly it pops."

He grasped the situation at once, and now she doesn't care whether he talks or not. She is content to do it all herself. *Merchant Traveler.*

Digitized by Google

OUTWITTED BY HIS SON.

Remarks for Which a Father Had to Pay Dearly.

The junior partner in one of the most important commission firms has a son aged eight, who is the pride of his father's heart. But nevertheless he believes in giving him an occasional lecture. Last Sunday morning he talked to him on extravagance.

"You spend too much money for a boy of your age, Tom," he said, "and, moreover, you seem to have no idea of the principles of money getting. I should like to see some evidence of business ability. Now run out and buy a morning paper."

In about ten minutes the lad returned.

"Well, did you get the paper?" asked the father.

"Oh, yes."

"Then give it to me."

"No, I think I'll keep it."

"What?" cried the father in astonishment. "What do you mean?"

"I think it is a good investment," returned the boy calmly. "I think the price is going up."

"You young scamp, here's a dime. Now give me the paper."

"No; I don't believe I'll take a dime. I've got a corner on the newspaper market of this house, and I propose to force the price up to a quarter before I unload. I guess I know a gook 'deal' when I see it."

"My boy," said the proud father, as he fished a quarter out of his pocket, "I was mistaken about you having no business ability. You come down to the office to-morrow, and I'll take you over and introduce you to Mr. Armour. He'll give you a partnership, I know."

GOING TO BED TANDEM.

Lady (looking at flat)—"The rooms seem very small."

Janitor (frankly)—"Yessum, de rooms am small fo' a fac.'"

Lady—"I don't see how my husband, baby and I could ever go to bed in that room."

Janitor—"Yo' might do as de oder lady and gemmen did what occerpied de room befo'."

Lady—"How was that?"

Janitor—"Dey went ter bed tandem."

TROUSERS AS INDICATION OF CHARACTER.

"Do you believe in character in clothes?" said a dude to a spud.

"I certainly do," replied the spud.

"Well, now, look me over and tell me what my character is."

"Your trousers are the best indications."

"How?"

"They are so loose don't you know."

THE FINEST COFFEE.

Philadelphia Times.

The finest flavored coffee is undoubtedly the Mocha, grown in Yemen, Arabia. The Mocha berry is small, round and of a dark brown color, the richness of the color aris ing from its being allowed to remain on the trees until so ripe that it can be shaken off. There is very little, if any, of this delicious coffee that ever reaches the English or American markets, the entire crop of the district of Yemen being consumed eastward and southward of Constantinople. The ordinary Mocha coffee of commerce is the selected berries of the Java and Brazil product, which resemble the Mocha in size and shape, the higher price which it commands paying for the trouble of picking it from the mass of ordinary coffee from which it is selected. Java coffee stands next on the list in point of flavor, and as the Java product is considerable and the size and color of the berries show a marked difference from the American coffees, there is no great danger of an ordinarily good judge of coffee being cheated in this article. The berry is larger than that of the American coffees, and of color varying from pale yellow to brown, while the smaller berry of the Rio coffee has a bluish or gray tinge. The Java coffee is chiefly exported to Holland and the United States, England drawing its supplies from Ceylon and Brazil principally.

SALMON DRIVEN AWAY.

Toronto Globe.

Formerly the salmon in the spawning season ascended the Fraser river by the million, and they could be scooped out of the water by the barrelful with any kind of a vessel large enough. But since the Canadian Pacific trains have begun running regularly along the banks of the Fraser the fish have begun to desert the stream, and it is feared that in a year or so there will be very few of these fish where in former years they were present in countless numbers. The noise of the engine and the vibration imparted to the water by the trains running along the banks are supposed to have scared them and therefore caused their departure.

JUST AS INNOCENT AS COULD BE.

"Do you ask seriously if a New York deputy sheriff would take a bribe?"

"I do."

"You are the most unsophisticated individual I ever heard of except one."

"Who was that one?"

"She was a young lady who, just before she got married, told her future husband that she wanted it distinctly understood that after they were married there were no babies to be brought into the house. She actually believed that babies were brought into the house from the outside."

Digitized by Google

TAKEN FROM LIFE.

Every-Day Dialogues Between a Railway Ticket Agent and His Customers,

F. A. Stearns, in Puck.

If you have ever been in a railroad depot, you have, doubtless, overheard a dialogue something like the following. The chances are that you have taken an active part in one yourself:

Traveler. When does the next train for Podunk start? (Painful silence. Ticket-seller turns his back to his interlocutor and pretends to be busy at his desk.) When does the accommodation for Podunk leave? (Ticket-seller apparently unconscious of the presence of Traveler, who becomes excited, and speaks louder.) When will there be another train for Podunk?

Ticket-seller (fiercely.) What?

T. For the fourth time, when does the next train for Podunk start?

T. S. (glaring at Traveler. See here, young feller, don't yer give me no back talk, y'understand? Where d'ye want to go?

T. To Podunk. When –

T. S. (energetically stamping ticket)— One dollar sixty-eight.

T. (Pale but determined.) When does the train———

T. S. Sa-ay, d'ye want this ticket 'r not? Ef yer do gi'me one sixty-eight, an' make room for that lady.

T. (Quailing before the Ticket-seller's fiery glance, but resolved not to yield his points.) At what time does the train start?

T. S. W'at train?

T. The train for Podunk.

T. S. Four fifty-six.

T. (startled.) W—w—what time is it now?

T. S. (with diabolical merriment.) Four fifty-seven. That's yer train just turnin' that corner. You'd a got it if yer had run for it instid o' standin' here shootin' off yer chin at me.

But don't be too harsh in your judgment of the T. S., for the following conversation is not an exaggeration of the sort of thing he has to undergo daily, and it is but natural that his temper should be soured:

Elderly Lady. Is this the ticket office?

Ticket Seller (who has seen her before and knows what is coming, with the calmness of despair.) Yes, ma'am.

E. L. The reason I asked is the last time I was down here I made a mistake an' went tew the telegraph office, an'———

T. S. Just so, ma'am. Where to?

E. L. Hay?

T. S. Where d'ye want a ticket to?

E. L. Wa—al, that's what I wanted ter see yer about. Yeou see I live up in Saouth Windboro'———

T. S. South Windboro'? Two ten. (Produces ticket.)

E. L. Wait a minute. My husband's sister lives up tew Wayback Junction. I got a letter from her this mornin' sayin' that she's been ailin' fer some time, an' askin' me ef I wouldn't come an' stop with her a day or tew. Naow, ef I buy a ticket from yeou tew Saouth Windboro,' can I git off at Wayback Junction an'——

T. S. No stop-overs allowed.

E. L. Hay?

T. S. You can't do it. You'd have to pay again to get from Wayback Junction to South Windboro.'

E. L. (indignantly) Haow's that?

T. S. (wearily) Comp'ny's rules. Make haste, there's others waitin.' Ticket for South Windboro'?

E. L. (very deliberately.) Wa—al, I dunno. It's a mighty queer rule. Looks tew me as ef there's a screw loose somewhere. Yeou're sure yeou ain't made no mistake, young man?

T. S. If you don't hurry up you'll lose the train.

E. L. (in frightful excitement.) Lord o' massy! Haow soon does the thing start?

T. S. Eight minutes.

E. L. (with a sigh of relief.) Oh, then, I've got time enough. Young man you give me an awful turn. My heart's been affected ever since tew years ago last Thanksgivin,' when I——

T. S. (addressing the next person on the line.) Where to?

E. L. Massy sakes, young man don't you see I ain't got my ticket yet? How much to Wayback Junction?

T. S. (producing ticket.) One eighty-six.

E. L. Kin you change a ten-dollar bill?

T. S. Change anything. (Takes bill.)

E. L. (in sudden excitement.) Wait! wait! Gi'me back that bill! I kin get along without changin' that bill, just as well as not 'n' I' rither not, for my 'xperience is that after you once break a ten-dollar bill it ain't no time afore its all gone. Here's your money. (Produces an assortment of copper, nickel and silver coins. Ticket Seller counts them.)

T. S. There's only one eighty-one here. Five cents more, please.

E. L. I'm sure I caounted it right. Hain't yeou dropped a nickel? After a minute's ineffectual search for the coin, the Elderly Lady produces another, and departs, firmly convinced that she has been robbed.

ANYTHING for human rights is constitutional. No learning in books, no skill acquired in courts, no sharpness of forensic dialects, no cunning in spliting hairs can impair the vigor thereof. This is the Supreme Law of the land, anything in the constitution or laws of the state to the contrary notwithstanding.—*Charles Summer.*

Digitized by Google

STOPPED HIS PAPER.

As Horace Greeley was passing down Newspaper Row in New York City one morning, he met one of his readers, who exclaimed:

"Mr. Greeley, after the article you published this morning, I intend to stop your paper."

"Oh no," said Mr. Greeley—"don't do that."

"Yes sir, my mind is made up. I intend to stop the paper."

The angry subscriber was not to be appeased, and they separated. Late in the afternoon the two met again, when Mr. Greeley remarked:

"Mr. Thompson, I am very glad you did not carry out your threat this morning."

"What do you mean?"

"Why, you said you were going to stop my paper, didn't you?"

"And so I did. I went to the office and had your paper stopped."

"You are surely mistaken; I have just come from there and the press was running and business was booming."

"Sir," said Thompson, very pompously, "I mean I intended to stop my subscription to your paper."

"Oh thunder!" rejoined Greeley, "I thought you were going to stop the running of my paper, and knock me out of a living. My friend, let me tell you something. One man is just one drop of water in the ocean. You didn't set the machinery of this world in motion, and you can't stop it; and when you are underneath the ground things upon the surface will wag on the same as ever."

CURIOUS OPTICAL EXPERIMENTS.

An interesting and instructive experiment with rays of light can be made as follows: Make a small hole in a stout piece of pasteboard, and set the piece upright on a table in front of two or three candles placed near each other. Lay a sheet of paper on the table, and the rays from the different candles passing through the hole will form as many spots of light as there are candles, each spot being perfect and distinct. This experiment proves that the rays of light do not obstruct each other in their progress, although all cross in passing through the hole, a lesson young folks will do well to remember.

Take a large conical shaped drinking glass and place a ten cent piece into it, and fill it about half full of water. Put a plate upon the top of the glass and turn it very quickly over, so that the water may not escape, and a piece of silver as large as a half crown will immediately appear in the plate, and some little way up the glass another piece will present itself about the size of a shilling or ten cent piece. This curious effect is caused by refraction.

STORY OF JUDGE DAVIS' URBANITY.

Bloomington Bulletin.

"We used to laugh not a little at the story they used to tell of the judge's politeness under all circumstances," said an old friend. He was at a friend's house one time, the story runs, in which there was a double door, one side of which opened upon the stairs leading to the sitting room, while the other opened upon the cellar steps. The judge, desiring to go into the sitting room, opened the wrong door and went crashing into the cellar. The people of the house thought he must be dreadfully hurt, but he politely said to the lady of the house: "Madam, I'm afraid I've broken some of your crocks."

WOULD SOON GET USED TO IT.

There is one instance on record—and only one—of a usurer repenting during his last illness, and, moved by the exhortations of the priestly confessor, promising to restore the immense sums of money which he had unjustly acquired. His daughters, however, heartless as the charming Jessica, daughter of Shylock, begged him to do nothing of the kind. In vain the poor man pleaded that, in case of his not making restitution, eternal punishment awaited him. "Never mind, papa," said the young ladies; "the first quarter of an hour will be painful, no doubt; but you have plenty of nerve, and after a little time will get used to it."

HOW TO RETAIN HEALTH.

Medical Journal.

It is impossible to lay down any rules for health which may be followed safely by all persons. Health depends largely upon the diet. Some people cannot eat newly baked bread; others cannot eat it when stale. Much fresh meat with some constitutions induces fullness of the head and a feverish state of the system, because it makes blood too fast. It should therefore be discarded, and a little salt meat or fish, if the appetite craves it, with fresh fruit and vegetables, will be found probably to be just what the system requires. In truth, with health, as in many other things, each person must be a law unto himself.

NEWTON AND THE FALLING APPLE.

Boston Budget.

A new writer has arisen who attempts to prove that it is to Voltaire that we owe the famous story of Newton and the falling apple. He shows that the story is not found in the "Life of Sir Isaac Newton," published in 1728, but that it first appears in the "Elements de la Philosophie de Newton," by Voltaire, who quotes Newton's neice as his authority. Voltaire, however, does not say that Newton saw an apple fall, but "some fruit of a tree."

Digitized by Google

STOP THE RAILROAD SLAUGHTER.

Philadelphia Record.

The startling frequency of railroad accidents furnishes food for reflection. Many things which in ordinary speech are called accicents are really not accidents; they are simply the natural result of carelessness or recklessness—of the eager hurry to gain a little time—or they spring from the selfish desire to add to dividends by the use of inefficient or overtaxed labor. The fires which at various times have swept through our towns and cities have too often gone beyond ordinary control either on account of the wretched character of the buildings or the parsimony that prevented the provision of appliances for combatting the flames. Broken rails, wash-outs, misplaced switches and weakened bridges are constantly causing disasters to life on railroads. But with the material and mechanics of to-day, it ought to be impossible for such conditions to exist sufficiently long to bring about a calamity. Each foot of track in a railroad ought to be watched as carefully as a sentinel guards a camp. Broken rails ought to be replaced, and wash-outs repaired; and if the strength of a bridge be doubted, surely something ought to be done other than testing its stability be sending across it a train loaded with human freight at a slower rate of speed than usual, foolishly trusting to Providence that it may get to the other side in safety!

The truth is that the people have been so indifferent under their long suffering that they have helped to bring about this very condition of things which is so much to be deplored, and it is time that there should be another feeling than simply one of apathy or half-hearted indignation. The strictest and heaviest penalties should be imposed on all who violate the trust reposed in them by the community. Nor is it enough that the poor conductor, or engineer, or section hand, should be made to suffer his mistake. The punishment must go deeper than this; it must extend to those higher in authority, who by their greed and indifference are often equally as culpable. By no other than some such heroic means can we enforce a cessation of what, instead of being accidents in the proper sense of the term, are really the results of a systematic violation of the laws of common sense and humanity.

LET honesty be as the breath of thy soul, and never forget to have a penny, when all thy expenses are enumerated and paid; then shalt thou reach the point of happiness, and independence shall be thy shield and buckler, thy helmet and crown; then shall thy soul walk upright, nor stoop to the silken wretch because he hath riches, nor pocket an abuse because the hand which offers it wears a ring set with diamonds.—*Franklin.*

GRANT'S FAVORITE HORSE.

Golden Days.

Gen. Grant took great delight in exhibiting his horses to his friends with whom he was intimate. Once, at his stables, with a friend, he said:

"Perhaps you would like to see the horse I rode during all the campaigns I commanded?"

The animal was ordered to be brought out.

The gentleman was surprised to find the horse no larger than a lady's palfrey—small, slender, agile limbed, black as coal, intelligent, mild, an eye like a hawk, and a lick on the mane for all the world like a boy's cow-lick. It was such an animal as women and children would make into a family pet.

The gentleman pronounced the animal a beauty, but expressed a doubt as to its endurance.

"Endurance!" said the general. "This animal exceeds in endurance any horseflesh I ever saw. I have taken him out at daylight and kept in the saddle till dark, and he came in as fresh when I dismounted as when we started in the morning. There isn't gold in America to buy him."

AN OLD MAN'S DISCOVERY.

"I am a man sixty years of age, and I have been until now discovering a very simple thing," remarked a well-known artisan the other evening. "And that is?" "Just this. I have always drank beer and smoked cigars. I like 'em both. I never over-indulge, but two, three or four glasses of beer a day seem to agree with me. Now, my boys have lately begun keeping a horse for pleasure driving. They neither smoke nor drink. I have purchased the feed for that horse of late, and have several times thought they were rather extravagant. Now, here comes the discovery: it actually costs less to keep that stepper than it does to buy my beer and cigars. Yes, sir, it does." "And so you are going to quit?" "Well ah—I am thinking of it."

A GREAT CONDENSER.

Lieut. Maury, an ex-United States and ex-Confederate naval officer, in a work called "The Physical Geography of the Sea," shows the similarity of the condensing process going on on the surface of our globe, to a steam engine. The dry winds of the tropics, passing over the vast ocean area at the equator, take up the water in large quantities by evaporation. This region being the hottest, the air laden with this moisture rises and is carried to the regions of the poles. There it is condensed by the cooler temperature, comes down in rain and runs through the water sheds back in the ocean to go through the same process again.

Digitized by Google

Woman's Department.

EDITED BY IDA A HARPER.

A TRIBUTE TO MRS. BEECHER.

To the list of distinguished widows is added another name, and Mrs. Beecher mourns, with Mrs. Garfield, Mrs. Grant, Mrs. Hendricks and Mrs. Logan, the loss of a noble and devoted husband. And alas! how many other thousands of grief-stricken women are mourning to-day for the loss of one beloved above all others. Death is so cruel and pitiless, taking away without mercy all that makes life beautiful, and leaving us to grope blindly about in the utter darkness for some fragment of hope to save us from despair. In trouble and affliction we are all upon an equality and the sorrow of a humble workingman's wife is just as intense and just as hard to bear as is that of the wife who mourns a statesman. Indeed wealth and comfort and hosts of sympathizing friends help to mitigate grief and render it less terrible and I cannot believe that the widow who knows that every physical necessity for herself and family will be supplied suffers such dreadful anguish as does that one who beholds her husband taken away and her family left without support, utterly helpless and dependent. The one may indulge in the luxury of grieving, she may have days of mourning and nights of weeping until her bursting heart is relieved, and then the world of wealth and ease offers her many compensations. But the other may spend no time in lamentations. Hard necessity dries up her tears and the cries of poverty check her mourning. Not only is she deprived of the love and companionship of her husband but she must take up the burdens he laid down and bear them in addition to her own. Thus is her bereavement doubly hard to bear.

Then, too, it is a question whether it is sadder for a wife to give up her husband in the early days of married life or when the course is almost run. When husband and wife have lived together for two score years or more they have, if congenial, become absolutely necessary to one another The world and its vanities are almost forgotten. They live for each other, they are unhappy when separated, their devotion is most touching and beautiful. The death of one leaves the other inexpressibly sad and lonely. It is too late to take up any work in life, the only person who needed him or her is gone forever. There is nothing left but to sit with folded hands and wait for the divine permission to join the loved one. And here is the only consolation that is left to the aged mourner, that she will not have to wait long for the summons, the separation is only for a little while, and the aged have learned to be patient. The young wife has not this poor solace. She sees the long stretch of years before her without the companionship of the loved one and she is appalled at the prospect; but after awhile, through the discipline of sorrow, she learns that there is much in the world for her to do and to enjoy, and it is not improbable that in time she may learn to love another and in a second marriage find comfort and happiness. The loss of a good husband falls most heavily, perhaps, upon a woman of middle life who cannot hope to join her beloved for many years and who is past the age when she would expect or desire to marry again. She realizes that in a short time her children will all be settled in homes of their own and her care will no longer be necessary and she sees in the future many long and lonely years entirely destitute of that love and companionship which exist only between husband and wife.

One can understand Mrs. Beecher's heroic calmness and resignation since at most it can be but a few years until she will in death be again united to her cherished husband. There will be a little time to put her house in order, to add a few touches to the unfinished work of him who has gone, to bid a lingering farewell to her children and then not long to wait for the welcome summons. I doubt if the character of Mrs. Beecher has ever been fully appreciated. At the time of the great preacher's death I said to a gentleman who had been one of his life-long friends and intimate acquaintances, "How did Mr. Beecher regard his wife? Were they perfectly congenial?" "To tell the truth," he replied, "during many years they were not. She was older than he, of an entirely different temperament, very practical and positive, not an intellectual woman in the broadest sense of the word. I think there were times when Mr. Beecher craved a higher companionship. But after his great trial, when she stood by him like a saint through all those bitter months, he awoke to a true appreciation of her noble character. From that time up to the day of his death there never was a more devoted husband and his affection and fidelity were beautiful to behold. He realized what a grand woman she was."

There are many things to be considered in this connection. Mr. Beecher married when very young, before he or his wife or anybody dreamed of the fame that awaited him. Theological students and ministers are apt to marry at a very early age, generally the first nice girl they meet, the daughter of their landlady or professor, and oftentimes find in later years that they have made a very uncongenial marriage. This

Digitized by Google

word has been so misused that people are apt to sneer at the idea of married people being very unhappy simply because they are uncongenial, and yet any one who has ever experienced it knows that there is no keener torture than to live day after day and year after year with one who is totally different in tastes, ideas and habits. But it is equally unfortunate for one "genius" to marry another "genius." As a rule the public has to come to the rescue of the family. From the beginning Mrs. Beecher had to struggle with poverty which tends above all things to repress the sentimental and develop the practical part of one's nature. Then came the children in quick succession, nine or ten of them, to be cared for, clothed, fed, educated, trained. No means to do it with, the father absorbed in his profession, no business ability, unable to take care of what money he earned, all this Mrs. Beecher met, struggled with and overcame. She brought up the children carefully, she managed the finances, she upheld her husband's dignity, she proved his guardian angel when the great darkness came. And yet there are people who will complain that Mr. Beecher ought to have had a more spiritual and intellectual wife! The truth was that somebody had to put a shoulder to the wheel and assume the hard, practical part of the burden and Mrs. Beecher did it, and in this way enabled her husband to devote his life to his profession and make an immortal name. No doubt she many times longed to escape from the drudgery and ascend into the realms of intellectual culture but, with a heroism only possible to the noblest soul, she stifled this ambition and followed the hard and obscure path of duty.

Women always stand by their husbands in the hour of disgrace or danger, there is scarcely any exception to this rule, and Mrs. Beecher's steadfastness during the long, dark days of her husband's trial need excite no particular commendation. Many, perhaps most women, would have done as she did. But it was a time when, if she chose to resent any injustice of the past, any unkind criticism, any indifference or neglect or even deeper wrongs, the world would scarcely have blamed her. It was here the true nobility of her character shone forth. A single word from her, a hesitation, a refusal to appear at the trial, and the career of Henry Ward Beecher would have been ended forever. In this supreme moment she entered the court room, took her place by her husband's side and there remained through all those weary, wretched weeks, exposed to the gaze and comments of the world, hearing testimony that might break a wife's heart, and through it all remaining calm, dignified and faithful to the end. The nature of the great preacher was too grand and generous not to recognize this loyal devotion and he probably appreciated his wife as he never had done before. During the last fifteen years their companionship has been most constant and affectionate. Their children were grown and in their own homes and their income was sufficient to place them beyond financial worry. Mrs. Beecher had the leisure she had long wished for to aid her husband in his literary labors, and he was glad to receive the assistance of her fine mind and ready pen. From all that can be learned the last years of their married life have been very happy, and nowhere in all the wide world has the death of this great man left so sorrowful a void as in the heart of this loving, faithful, noble wife.

We publish in this issue a letter containing some good suggestions in regard to putting up "husband's lunch." There have been frequent calls in the "Woman's Department" for information on this question and this is the only response that has been made. Some time ago I urged our correspondents to give us some ideas in regard to the training of children, but not one word has ever been received. I then wrote a long article on housekeeping and asked for personal experience in this matter. One letter only was received in reply. But the ladies still continue to write and tell us how many members No. 000 has, and that the Lodge is in a flourishing condition, and that they are a noble band, etc., etc., all of which we are pleased to hear, but can learn from reading the "Firemen's Department" in the *Magazine*. Are none of our writers housekeepers or wives or mothers? Can they not send us some letters on topics which are of special interest to women? A few of our correspondents understand what is wanted and their letters are valuable additions to our pages. There are many others who are equally capable and need only to make the attempt. With a little assistance from our bright and worthy sisters we can make our Woman's Department entertaining and valuable in the highest degree.

There is surely something in the budding spring that arouses the intellectual faculties. Most of our old correspondents and several new ones have been moved to write this month and we have been obliged to leave several contributions for next issue, among them interesting letters from "Eveline" Sue M. Miller and one equally entertaining from "Irene." They were the last received and will have to wait their turn. We omit the miscellany in this number to make room for a very excellent story by Mrs. Alice H. Sheets, written expressly for the *Firemen's Magazine*. We are very glad to receive all of these communications and hope the writers will favor us again.

Digitized by Google

For Woman's Department.

THE ENGINEER'S DAUGHTER.

BY MRS. ALICE H. SHEETS.

It had rained incessantly all day. A heavy wind had preceded the rain in the early morning, and blown down chimney tops, breaking and uprooting many of the young trees that shaded the walks of this little village that nestled in a lovely valley in the state of Colorado. Now, at the end of the gloomy day, as night was falling, a strong wind had risen again and was dashing the rain in torrents against the cottage window where Halla Lyons stood looking out into the dreary, gathering darkness.

"Mamma," said the girl without turning her head from the desolate outlook, "I am dreadfully afraid that this flood has washed away the bridge over the South Platte. I have been thinking of papa all afternoon."

"I have been anxious, too," said Mrs. Lyons, "but the operator would be sure to telegraph Lowe Station to detain the train there if anything is the matter with the bridge," and Mrs. Lyons smoothed the soft curls of her year old baby with a nervous motion that disturbed the little sleeper.

"But, mamma, I am afraid the lines are down, and you know that the watch only goes to the bridge once a day and that at two o'clock and there's no telling what has happened since then. This has been a terrible storm and we are sheltered here in the valley. It has very likely been far worse in exposed situations. Mamma, I must go down to the office and see the operator. Papa's train is due in an hour at the bridge. I am so anxious I can not endure it any longer."

"But my child, the streets are running full of water and it is dark now and raining torrents, and the office is at the other end of the village—you cannot go."

"I must go, mamma. I will saddle Black Barta and put my water proof over my habit. You will let me go, won't you? I will get some one to go out to the bridge and see if it is safe. Just think if anything should happen to papa."

It was a sweet young face that was turned imploringly to the mother. Even in her anxiety the mother noticed the beauty of her daughter. The full violet eyes with their long curling lashes. The heavy braid of red brown hair. The clear fair skin, rose tinted on the full oval cheeks; the tender, sensitive mouth with scarlet-tinged lips, the lithe, graceful figure just rounding into womanhood. All these the mother saw as the lamp light fell warmly over her, with a fond yearning that to-night was half pain. Only these two were left the mother to love—Halla and the baby boy. Out in the village cemetery in the sobbing rain were three little graves. Three little forms had come one after the other to make her home bright for a little while and then pass out of her life, and the mother's heart was doubly tender toward this fair young daughter.

Halla Lyons was an excellent rider. Her father had bought her a beautiful Arabian when she was only ten years of age, and she had galloped over the country far and near on Black Barta from the day she first possessed him. In a few moments she had donned her riding habit.

"Now, mamma," she said, "I am going and I shall mount Barta without coming in, and don't be uneasy. I shall be back again in a few minutes." And kissing her mother she caught up the lantern and ran out toward the barn. In a few moments Mrs. Lyons heard the horse galloping down the street and the hoof strokes seemed to beat upon her heart.

The telegraph operator looked up in amazement as Halla stood before him.

"Have you any news of 47, Mr. Minturn?" she said hurriedly.

"No," he replied, "the wires are all down; the storm played havoc with them. A force goes out early in the morning to make repairs. But what brings you out in this terrible storm, Miss Lyons?"

"I am uneasy about papa's train. It is due at South Platte bridge in just forty minutes. I am afraid the flood has damaged the bridge. There will probably be four or five passenger cars. Just think what a terrible loss of life and papa would be killed. I am going to the bridge. I have Black Barta at the door and I brought the red signal light with me."

"Why, Miss Lyons, you must not go out in this storm and alone. I will send some one, and what could you do if anything should happen?"

"I don't know. I must go any way. Send some one after me. I can not wait. It is two miles and I have just forty minutes." And she was out in the storm and on Black Barta in an instant, flying toward the South Platte.

The astonished operator watched the gleam of the red light a moment as it rose up and down on the pitchy blackness and he muttered, "By Jove! there's a girl for you, with pluck enough for a dozen." And then he went in search of a messenger to send after the brave and fearless girl.

How long the way seemed. She knew every inch of the road. In some places the water was knee-deep, but she plunged through in a mad gallop. Twice Black Barta slipped in the deep treacherous mud. Once he lost his footing and fell on his knees but he was up in an instant and on fleet as ever. Now she hears the mad roar of the river, and the rush of the swift, terrible waters. Now she is there. She dismounts and leans against Black Barta's panting sides while she drops off her long riding skirt and fastens it in the saddle, "Poor Barta, good Barta," she says, and pats his reeking neck, and tieing him to a tree near, she takes the red light and creeps cautiously forward. The rain has slackened but the wind still blows furiously. Every step takes her half knee-deep in water, but she does not heed it. Now she has reached the bridge. Great God! It was as she suspected. The end of the bridge toward her was down, while, as nearly as she could see by the red light, the damage reached only to the first pier, the water having washed the foundations away on this side while the rest of the bridge remained standing. She knew that her father was very careful and would send a man out to look at the bridge, but would he come far enough to see where the break was. The bridge was a very long one and she feared not. They would not see the red light if she should hold it up. A boat could

Digitized by Google

not go across if she had one. Black Barta could not stem that fearful tide. How could she save them? She threw the lantern up and down, sending its rays as far as possible, and she saw that on the upper side, the heavy upper timbers were not entirely submerged. Would she dare walk across? Could she? She thought eagerly. The scarlet lips closed firmly. She would try. Oh, the deafening roar of the black waters as they leaped and seethed just under her feet as she stepped out on the great timbers, in her perilous attempt! Slowly, with the red light before her, step by step, while the waters yelled and moaned like a thousand demons, dashing the cold spray over her. Her wet garments clung to her, impeding her movements, and the wind almost lifted her from her feet. Her head reels a moment; then she is steady, her father's face seems to look at her through the darkness and animates her with a high resolve and she knows no fear. At last she reaches the second pier from which the bridge stands intact. Hark! what is that? She hears the whistle of the engine! Will she be too late? Already she sees the headlight and they are slowing up, nearing the bridge. She sees a brakeman come a little way with a lantern and then go back. She shouts, but the waters drown her voice. She swings her lantern high but they do not see it; she starts on a breathless run. Oh, God! If she can only reach then. Her feet are winged but to her they scarcely seem to move.

They are starting. The engine puffs and groans. They are moving. Oh, will she never reach them? Now, the timbers of the bridge creak under the roll of the forward wheels, but she has reached them. "Father, father," she shouts.

Mr. Lyons heard the voice and looking down saw the white face of his daughter. He leaped down beside her.

"Father," she gasped, "the bridge is down on the other side," and then swooned away. They carried her into the car. She lay so long in the swoon they thought her dead.

There was not a dry eye among the hundred passengers.

"Poor darling," sobbed the ladies, "she is drenched to the skin in the storm and she has saved us."

There wasn't a soul in the car but had something to offer. If you could have seen the pile of remedies that were fished out of pockets to restore her you would have thought that car a travelling apothecary shop. There were a dozen different kinds of liniment, half as many packages of quinine, a couple of bottles of wine. The homœpaths contributed tincture arnica, aconite and nux vomica. One poor, old fellow had a bunch of dried boneset in his pocket which he said "if she could only chew would bring her round immejutly." And the drummers, bless their souls, seven of them each produced a bottle of the best old bourbon, warranted to cure everything! One big, fat fellow, with a heart as big as his body, emptied the contents of his whole flask on the dear child's head, while the tears streamed from his eyes. In fact Halla came near being extinguished by their kindness.

When she had recovered so far as to be able to speak a little, anxiety concerning her was relieved. Then the men went out in a body with lanterns to see just how badly the bridge was damaged. When they reached the great black seething pit where the waters boiled and foamed in their mad rage and saw where that frail, young girl had walked across to save them, they looked in each others faces blankly. The stoutest heart quailed. They were appalled at the fearful risk she had run. "Can it be possible," they whispered, "that that child came across there? No man would dare do it, and yet this young girl has saved us." Even as they looked a crash came and the timbers were swept down in the current. They turned away silently, feeling in their hearts that a divine sacrifice had been offered for them in the heroic soul of that child-woman. And when they entered the car they were still silent looking on the pale, young face with a sort of reverence.

It was months before Halla recovered from the nervous shock received that night. It was months before Black Barta carried his young mistress again, and her friends feared that she would be a confirmed invalid. But yonder up the village street comes Black Barta in a flying gallop, and a graceful, young figure sits firm in the saddle. The flashing eye and health-tinted cheek can belong to none other than Halla. She nods gaily to almost every one as she passes and many turn to look after her, feeling that a sudden brightness had come o'er their way. It might be said of her,

"Who touched her hand and knew her soul,
She drew them, drew them as the pole
Points all things to itself, she drew
Souls upward as a moon of spring
High wheeling, vast and bosom full,
Half clad in clouds and white as wool,
Draws all the strong seas following."

TERRE HAUTE, Ind., March 14, '87.

For Woman's Department.

DO NOT BE SORROWFUL.

Oh! don't be sorrowful, darling,
If the friends you love prove untrue,
For remember that He who watches o'er all,
In trouble will care for you;
Then learn to forgive, my darling,
Tho' the heart may break with pain—
For well we know that those who sow
Will surely reap again.

Oh! don't be sorrowful, darling,
Nor grieve over sorrows unredressed,
Tho' thy way through life is dark and drear,
God knoweth what is best;
Then learn to be patient, my darling,
Tho' dark shadows around thee lie,
For the gloom of night will be lifted at last,
And the sun shine by and by.

Then why are you sorrowful, darling,
Why weep when you ought to smile?
Tho' the sky is dark with clouds, my dear,
They may be silver lined;
Then try to be cheerful and happy,
And cast from thy heart all its sorrow—
Tho' to-day may be dark and cloudy, my dear,
The sun may shine bright to-morrow.

—*Mrs. Nellie Bloom.*

WEST OAKLAND, CAL., March 10, 1887.

Digitized by Google

BONHAM, TEXAS, March 14, 1887.

To Woman's Department.

For the first time in many months, Barnabas attended a meeting of the B. of L. F. last night. After our removal to this place, he withdrew his membership from Lodge No. 41 to Lodge No. 243, but unfortunately his run is such that he is almost invariably at the off end of the line meeting nights. I regret this very much, for if there is anything I do enjoy it is to have Barnabas at Lodge—occasionally; it seems to me that it infuses new life into a household when the men-folks go to Lodge of evenings. As I was saying, Barnabas has attended very few meetings since we have been here, but for all that, he knows almost every member of No. 243; the way men have of getting acquainted with each other beats me, I sometimes think that when a man belongs to the B. of L. F., there must be something that is perceptibly "brotherhoodish" about him, for the other Brothers seem to know instinctively that he is one of them. Perhaps this faculty of "spotting" each other on sight is part of their secret work, because Barnabas has never said a word to me about it, but if he thinks that I'm not taking notice he is mistaken. To return to my subject, Barnabas is greatly pleased with the Brotherhood here; he actually says that they are in every way equal to those of No. 41 and *that*, from *Barnabas* is a compliment of no small worth, for he does think heaps of those Dakota boys. I have met very few of them for they mostly have their headquarters in Texarkana (to which point they have been considering the removal of the Lodge) but those whom I have met, have impressed me very favorably and I heartily endorse the good opinion in which Barnabas holds them. The very first brother who honored me with an acquaintance was the gigantic 180 pound Iron who does not belie his name in weight, but, Oh, my! in quality of mind and heart he is good as gold. The boys know it too and have made him Master of the Lodge. Then there are Bros. Dave Ball, night hostler and Pat Hilburn, yard engineer, than whom there are no more respected men anywhere. These three are the extent of my personal acquaintances and if they are representative of the remaining ones, then I want to know them all. I could hardly repress my surprise when these gentlemen were presented to me; I could not realize that they are railroaders and in Texas, too. It set me thinking and there came to me almost instantly the line of contrast between the engine-man of to-day and him of several years back. I am certain that there is to-day a visible difference between the Brotherhood engine-man and him who belongs to no Brotherhood. A few years ago the doors of society were carefully barred against the railroad man and to be known as such brought no praise; to-day, however, matters have changed and no man commands greater respect in the community than all classes of railroad men. Not many years ago the sober engine-man was an exception and the positions on railroads were mostly filled by a class of men or vagabonds who had no ambition above the reckless life of railroading as it then was; they were content to go on thus to the end of their lives caring neither for morals nor reputation; degenerating day after day until there was nothing left to admire or respect. At the present time we see these men replaced by those who could morally and mentally fill higher places, but so thoroughly have the railroad men of to day redeemed their representation, that to be one of them means to be honored and respected. Railroad men are admitted into every class of society and do themselves justice wherever they go and while we are all thankful for this advancement let us go back a step and inquire into the cause of these satisfactory effects. I believe that you will all, dear readers, agree with me when I attribute this bettered condition of our men to the excellent teachings placed before them by the great, grand Brotherhoods to which they belong. How thankful should every man be to have the opportunity of being a member of one of these ennobling institutions. In this day and generation there is no excuse either for a dissolute or a non-brotherhood man, for the railroader in every sphere from the engineer to the brakeman will find a hearty welcome into the ranks of his respective Order if he will only try to earn his membership. These Brotherhoods ask nothing unreasonable from the applicants who rap at their doors for admission; they demand that only, which every respectable man is able to give and as they all admit of the numberless advantages to be derived from membership, the non-brotherhood man is classed in my estimation among the "suspicious." Before an incentive was placed in his way, we cannot but pity rather than condemn the slovenly, stupid, half-drunken man who had nothing to encourage or arouse in him a desire to advance himself; but the time is here, when every railroad employe is responsible for his standing in the community and his reputation among his associates. The workings of the Brotherhoods are sanctioned and encouraged by the highest and best people in our country; both men and women are ready to assist them with money, brains or labor and surely, he who does not grasp these golden opportunities and use them for the best and highest purposes, places upon himself with his own hand the brand of ignorance and vice. I have not said one half on this subject that I could or would, but dare not infringe at greater length upon our space nor upon the patience of our readers.

I hope in the future to tell you more of our local Lodge and its members and in the meantime will bow myself out, with the best wishes of

Barnabas' Wife.

N. B. No woman's letter, they say, is complete without a P. S. and as it would hardly be pardonable to let my letter go unfinished, I wish to make a request upon the generosity of our Grand Master's wife. I have been told by several who speak from their own experience, that her "Boston baked beans" cannot be excelled. I request in behalf of others of the sisterhood, as well as for myself that she generously give us her receipt, so we may too feast ourselves on the "national" dish. I hope she will kindly respond.

[The Woman's Department agrees entirely with the excellent views on "Brotherhoods" expressed in this letter.—ED.]

Digitized by Google

For Woman's Department.

A TRIBUTE TO THE MEMORY OF A FIREMAN.

(By request of Z. H. D., Granite State Lodge, Concord, N. H.)

When the year to Spring was turning,
And the heart of life was burning
With its blood-fires newly kindled at the centre of the sun,
And in Nature's breast was beating,
That old miracle repeating,
Leading life from Winter's bondage through another course to run;

Then it was, that outward going,
With perchance gay laughter flowing,
From some thought-imprisoned fountain, through the channel of our lips,
There upon the door-stone sitting,
Where, when Summer time is flitting,
Bird and bee are wont to breakfast from flower-cups with dainty sips.

There, I say, we found a stranger—
Oh! that some brave spell could change her
From reality's cold image to the semblance of a dream!
That, awaking, she might vanish,
That her presence we might banish
Far beyond that Lethean river on whose banks white poppies gleam.

Her gray robes were downward trailing,
Her mute lips moved as in wailing,
And we knew her name was Sorrow from the tears upon her cheeks.
And she bade us back to cover
All the fires of gladness over
With the ashes of a mourning that in vain fit utterance seeks.

How she came we miss the summing,
For no eye had seen her coming
Down the hill, or through the valley blossoming with funereal flowers;
But the feet of this, our sorrow,
Ran before each coming morrow,
And well shod with swift obedience to a wiser Will than ours.

Of the One who sent her to us,
Who alone so truly knew us
That our blind and mortal judgment dare not call the blow amiss,
We, beneath the burden bending,
From our hearts one cry ascending,
Ask with faith steadfast, unfaltering, no other thing than this:

Let our lips make no complaining,
Teach us now such entertaining
Of this sad, unsmiling stranger that, as future years increase,
Time, it's healing balm bestowing,
May e'en bear us in its flowing
Through the breakers of repining to the shores of perfect peace.

—*Alice O. Darling.*

HANOVER, N. H.

[The Woman's Department wishes to express its appreciation of this graceful and beautiful poem.—ED.]

ANTIGO, March 8, 1887.

To Woman's Department.

Being a constant reader of your valuable *Magazine* I have eagerly watched for a few lines from Lodge No. 266, but all like myself seem afraid to break the ice, and although my first attempt may be consigned to the waste basket, yet I hope it may contain enough of interest to spare it from that sad fate. John Hickey Lodge was only formed about two years ago and has about thirty-four members, all in good standing and hope to hear of as many more ere another two years roll around. I would like to see the brothers with their wives, sisters and sweethearts meet together and spend a social evening at least once a month and also to form a lodge for the ladies. The boys on the road have been kept very busy during the past year and more especially during the past four months, getting but very little sleep and barely time for their meals. It is then the lunch-pail, especially when large, has been a welcome companion and more so when prepared by a loving wife or mother.

The M. L. S. & W. R. R. has been doing an immense business of late owing to the opening up of the new iron mines in Northern Wisconsin and Michigan, and during the winter months the road has been busy shipping ore to Milwaukee, Chicago, and other points by rail.

I am very pleased to say that a number of the members of No. 266 have been promoted to the right-hand side and have done well according to all accounts. The road has been hard pushed for motive power, the engines have been run day and night, but the company, I understand, are receiving or about to receive quite a number of new engines and I hope to see a few more of the brothers promoted to pulling the throttle, and may they prove careful and trusty engineers.

There is considerable talk of the company building a new round-house, repair shops, and coal sheds and a new yard at Antigo, that being the terminus of one division. If so it will be the means of building up the place and bringing more railroad folks together; they will then need the formation of another Lodge for there cannot be too many of these noble Orders to bring the boys of the B. of L. E. and B. of L. F. together two or three times a month, which has done so much to regenerate and elevate the noble boys who bravely and fearlessly earn their livelihood on the iron horse. I will now say good-bye, hoping ere long to see something from others interested in Lodge 266 and the Brotherhood at large. May God bless and protect all the boys of the Brotherhood, is my earnest wish and prayer.

A Brother's Daughter.

WHISTLER, ALA., February 28, 1887.

To Woman's Department:

As my papa is a locomotive engineer, belonging to Lodge No. 201, of Jackson, Tenn., and has been for several years, I thought I would write you and the dear lady correspondents a short letter, and hope you will not discourage me in my first attempt by consigning this to that dreadful waste basket. Words cannot express the delight I take in reading your valuable *Magazine*, and particularly the beautiful poetry and interesting letters of Mrs. Henry B. Jones, Irene and Pansy.

I most certainly agree with the writers in saying the railroad boys are true, noble men. They are, without a doubt, men amongst men, ever ready with a sweet smile and helping hand. How could any one speak otherwise? If this is kindly received, I will soon write again and tell something nice about our grand southern shops. Now, for the present, will close by sending many good wishes to the Brotherhood. May they always carry the day, is the wish of your new friend, *Fanny R.*

Digitized by Google

MASON CITY, IOWA, March 12, 1887.

To Woman's Department:

I have been a reader of the *Magazine* for many months, and have seen nothing from any of the ladies of Mason City, so I will try and say a word for our dear boys. As my hubby is a fireman I think it my duty, for I often think when he starts away, whistling and singing, will he ever get home safe again? But you bet when I hear the old 205 bell I know that he is home safe once more. I often wonder if all dear mothers, sisters and wives sit at the window until they go to sleep waiting and watching for the absent one as I do so often. I think we have a jolly set of boys on our C., M. & St. P. road, always ready to help one if he is down life's great hill. There was a dreadful collision occurred on the Rock Island road Saturday morning six miles west of Seymour. Freight No. 20 ran into the pile driver gang on a bridge over "Happy Hollow." Engineer Black and Fireman Miller both jumped as the train struck, but received fatal injuries. The engineer's legs were crushed and the fireman's under jaw was broken and his head gashed, yet he carried the engineer back to the caboose and came back and got his severed leg. The engineer died at noon and the fireman at six o'clock of the same day. I know God will reward the deed of that dear, noble fireman, and send an angel from heaven to guard him home safely to the better land above, where all is bright and happy. As this is my first attempt, and I am afraid of that awful waste basket, I will stop, and if this finds the way to that dear book called the *Locomotive Firemen's Magazine*, I will try and call again. With best wishes I am your friend, a fireman's wife,

Mrs. Eugene Larrington.

GREEN ISLAND, N. Y.

To Woman's Department:

Another fireman's wife heard from! I have often been entertained while reading your monthly *Magazine*, and hope you may prosper in your cause. I think it is a good work for you all to undertake, and may God bless you, is the wish of a

Fireman's Wife.

CHICAGO, March 22, 1887.

To Woman's Department:

When I was a brand-new wife, I used to go to my husband's mother to find out what I would put in that terrible lunch pail, if lunch can be called a proper name for two square meals, but after eight years' life, as a fireman's wife, I am quite happy filling the pail.

Now, Veronica, give your husband plenty of nice home-made bread (baker's bread is all crust and crumbs, in my opinion), with nice butter on it, and either nice, cold boiled ham or slices of roast beef, veal or mutton; fried or broiled meat is too dry and hard, when cold. Never put anything warm in a lunch pail, for it melts the butter and spoils the looks of the lunch. A glass, filled with some of your last summer's preserves or canned fruit, will surely be eaten, if your hubby has a sweet tooth, but don't forget a spoon, for if you do, the accident will be reported, in full, on the return trip; a couple of slices of Graham bread, a little cheese, either cookies or ginger snaps, to fill the small places, and then, some cake—fruit, pound or marble cake is better than all other kind to stand rough handling. My husband never wants pie in his pail. He says its constitution is too weak to bear the shaking of his engine. Keep the pail bright; put the food in neatly, and plenty of it, and cover it with a clean napkin, and, I tell you, you will have an empty pail when he returns. This receipt will make a good lunch for one day of the week, I know, if it ever passes the waste basket.

More Lunch, Mary.

MRS. BEECHER'S LETTERS.

How She Spared Her Husband Pain by Keeping Tales of Woe from Him.

Detroit Special in Philadelphia Press.

S. E. Adams, of this city, is in possession of letters written by Mrs. Henry Ward Beecher in 1881 and 1882, in which she speaks of the trying times growing out of the Beecher-Tilton scandal, their own poverty and Mr. Beecher's arduous duties. These letters prove her sublime self-abnegation. Mr. Adams gives abstracts of these letters to the press.

Under the date of February 8, 1881, Mrs. Beecher wrote: "You thould see the immense pile of unopened letters before me, the punishment for a two days' absence from the city. Nearly nine-tenths are addressed to Mr. Beecher, but he never reads letters unless there is some matter which he alone can decide, which is not often the case. Thousands come to us that he never sees consequently they do not trouble his brain or, what would be more serious, grieve his tender heart. All correspondence is left to me, one of the cheerfully accepted but onerous duties resulting from being the wife of such a man."

On June 7, 1882, she writes: "The pitiless blackmail persecution to which my husband was subjected a few years ago turned our heads white before our time and nearly broke my heart at last. That trial cost us $160,000. We were not worth $60,000. The impression seems to be general that he is a wealthy man. He never was, but when comfortably well off his overflowing generosity enabled him to lay by nothing of any account. Sometimes now if I did not discreetly purloin the contents of his too liberal pockets the household expenses would remain unpaid. He can not help returning moneyless because of the tales of woe that seem to lie in wait for him upon every street. Since that terrible trial he has worked incessantly, to the detriment of his health, preaching, lecturing, writing, hoping to lift the heavy mortgage from our home here (Columbia Heights, Brooklyn), but it had to be sold in the spring."

On November 7, 1882, Mrs. Beecher alludes to the "two or three bushels of letters that have accumulated during Mr. Beecher's vacation, to say nothing of all that followed us into the country." She speaks of the innumerable petitions for help, and exclaims: "Oh, that the whole world could know that we are poor, poor, poor in everything but the ability to grieve for woes that we have not the power to aid. From the letters I have classed as genuine I find that the sums so pitifully pleaded for aggregate over $30,000."

Referring to this subject in another letter, she says: "What can I do but half break my heart over sorrows that my dear husband could not alleviate were they known to him. It would make him ill to read the letters. This suffering I can spare him."

In her self abnegation she makes no moan "because this suffering is vicariously visited upon her." In a letter written in December, 1882, she speaks once more of that "infamous black-mail scheme," and adds: "I am confident that history will refer to it as the most cruel and conscienceless of this or any other century."

MRS. RANSOM, wife of the U. S. Senator from North Carolina, is said to be one of the most highly educated women in the South. She fitted each of her six sons for college.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.
Subscriptions must begin with the January, April, July or October number and expire with the year.
Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.
Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.
Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to
LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

MAY, 1887.

NICKERSON, KAN., March 23, 1887.

Editor Locomotive Firemen's Magazine:

Reno Lodge No. 258 gave their first annual ball at the Opera House on the evening of February 22d, thus proving that while staunch members of their Order, the B. L. F., they are also patriotic citizens and cherish the memory of the father of their country. As this was their first attempt at anything of the kind, the boys were naturally anxious to make it a perfect success, and they certainly succeeded as it was generally conceded to be the social event of the season. The boys do not figure as "dudes" but when they try to arrange a good social time, they get there in good shape. The hall was most beautifully decorated with mottoes, flags, colored lanterns, pictures and bunting, in arranging which remarkably good taste was displayed. At the foot of the grand entrance was placed a headlight, also one in the center of the stage which were artistically arranged to throw out in relief the mottoes and emblems of the Order on a dark background. These headlights drew forth many admiring remarks from the spectators. They were the work of Chas. O'Rourke, to whom the thanks of the Lodge are due for his kindness. The music was of the best and was furnished by Prof. Horner's orchestra of Hutchinson. At an early hour the dancers began to arrive and by the time it was arranged to open the ball, the room began to present a crowded appearance, but owing to the fact that the entire Lodge resolved itself into a committee of reception every one was placed at ease and the best of good nature prevailed. At 8:30 the large bell in front of the stage was struck by B. E. Dick, thereby announcing that the grand march was to be formed. It was led by Master Mechanic Henry Geigoldt and Miss Belle Morrison, and was one of the most pleasing features of the evening. A quadrille followed and from that time till the wee sma' hours of dawn the merry dancers "chased the hours with flying feet." The kindness of Mr. Geigoldt in arranging to let so many of the boys off duty that night was duly appreciated. The boys also felt a thrill of sympathy with Mr. Harry Forrester when he was called to go out, but when it was learned that he was to participate in an equally pleasant if not decidedly more pleasing ceremony on the following evening, namely, his marriage to Miss Whiteside, their sympathies were reserved for a more deserving subject. By the way, Grand Chief cigars are splendid to smoke on a wedding. Thanks. The beautiful floral anchor suspended directly over the bell was the gift and work of Miss Morrison, Mrs. Frease and Mrs. Conroe to whom thanks are returned. The handsome silver butter dish donated by Howe, Johnson & Co. was raffled off during the evening, the tickets were placed in the hands of W. H. Saunders to be sold. Walt proved to be a "rustler" and quite a nice sum was netted for the Brotherhood. J. W. Reed & Co. donated two boxes of Grand Chief cigars, of which they are agents, and all who wished availed themselves of the opportunity to have a good smoke. There were a large number of strangers present from neighboring cities, but that efficient corps of floor managers, B. E. Dick, W. H. Saunders and Emmet Leighty, made every body feel at home and introductions were the order of the evening. The whole affair proved to be such a success, both socially and financially, that the boys will be sure to remember its anniversary and we will have something to look forward to. The Lodge is under great obligations to Master Mechanic Geigoldt and Trainmaster Woods for their kindness in lending the railroad paraphernalia for decorating purposes. Our foreman is a very fine waltzer. J. B. Treadway engineers his partner through the mazes of the dance with so much skill we would think he was ready for promotion. One of our boys on being asked about the dance said "she's a straight stack and extension front and went at seventy miles an hour."

L. E. E.

ST. LOUIS, MO., April 12, 1887.

Editor Locomotive Firemen's Magazine:

On Friday evening, Grand Master Sargent paid an official visit to Peace Lodge, No. 109, in this city. The meeting was well attended, Bro. C. E. Amos, Master of the Lodge, occupying the chair. It is due Bro. Amos to say, that, by strict adherence to the laws and rules of the Order, he has brought No. 109 into line, and the Grand Master found no cause for complaint. The regular order of business being disposed of, the unwritten work was exemplified and other business pertinent to the meeting was transacted. Just as the Master was closing the Lodge in due form, a false and startling alarm was heard at the outer door, which so shocked the nervous system of the Inner Guard that he fell in a swoon, from which he only recovered after the most persistent treatment. The Outer Guard, with courage equal to the emergency, proceeded to ascertain the nature of the attack. Upon opening the outer door, he was immediately overpowered, and then throttled and gagged. The Lodge, hearing no further disturbance, again proceeded to close. But a moment elapsed when the most beautiful strains of music, like unto a waltz, were heard in the direction of the ante room. This was too much for the Inner Guard, and this time he went stark mad, cutting such antics, in spite of the Master's repeated raps

Digitized by Google

for order, as would have made angels weep. The Lodge was closed under the most distressing circumstances and when the inner door was opened, in marched Harmony Lodge, of the Ladies Society, B. of L. F., and without ceremony, took possession of the fort and made prisoners of the entire garrison. The Grand Master was first taken into custody, and after being securely bound, he was informed that it was the intention of his captors to initiate him into the mysteries of the Ladies Society, and that he must at once proceed with them to Euterpe Hall, where a special convocation would be held for that purpose. Like conditions were imposed upon all others who were present, and as they were all bound and under strict surveillance, it was useless to offer any resistance, and the entire company, captors and captives, were soon under way to Euterpe Hall. Here the prisoners were released, and to their relief and delight it was found that a goodly number of their friends, both ladies and gentlemen, had congregated, and that they were working under the order, "Good Time Generally," to which the entire session would be devoted. The orchestra at once struck up a quadrille and the Grand Master was seized by the Secretary and rushed over hills, down grades and through cuts, tunnels and bridges, at the rate of forty miles an hour. After a brief time spent in dancing to the strains of delightful music, the ladies removed the covering from the altar, (a forty-foot table), and the picture that was revealed created confusion that well nigh resulted in a panic. It was noticed that the spirit of the *departed* Fischer had returned and was hovering over, and groaning with the over burdened and suffering tables, as if in agony to relieve them of their distress. Pies, cakes, ice cream and lemonade (made in a punch bowl of solid wood), were present in overwhelming quantities and were so liberally dispensed, that even Bro. Lullman's appetite was satisfied. After the party had feasted to their soul's content, Bro. C. E. Amos gave imitations of *Jo Jo* and other celebrities, while the spirit of Bro. Fischer, (now materialized), appeared and entertained the guests with "Lather and Shave" and other interesting songs. Miss Rosa Brown sang several beautiful songs, which were heartily applauded. Dancing was again indulged in, and it was nearly the hour when old Sol warns us that the early bird catches the train, that the festive throng departed, all feeling profoundly indebted to Harmony Lodge, Ladies Society, B. of L. F., for an evening of rare and delightful entertainment. We must not forget that Harmony Lodge starts out under the most promising auspices. The Officers are as follows: Miss Ella Van Horn, President; Miss Laura Van Horn, Vice President; Miss Sophia Lullman, Treasurer; Mrs. C. E. Amos, Secretary; Miss S. Wilson, Chaplain; Miss Maggie Wilson, Conductor and Mrs. J. Everett, Guard The additional members are Miss Bertie Lullman, Mrs. J. L. Pate, Mrs. Harry Wheat, Mrs J. Ring, Miss Laura Leathers, Miss Hattie Hoag. They are provided with most beautiful badges, which are worn on all proper occasions. On the occasion of which we write, Professor Adams directed the dancing and proved himself to be an artist in that capacity. The music was furnished by Professor Miller's orchestra of five pieces, and all agree that it could not be excelled. Among the distinguished guests were Mr. and Mrs. Geo. Blanchard, who are widely known and exceedingly popular. As caller for the evening, Bro. Leathers completely saturated himself with glory. There is something *great* in his name that lends enchantment to the ear. Bro. Fischer arrogates to himself the leadership of the Ladies Society, and imagines that his services are indispensable to their success. An observer remarks that Bro. Fischer's services are not to be made light of, as he labors with energy to promote the cause. His chief duty consists in keeping the table clean, and the ladies will testify that he is a success in that capacity. It is not true that he is in training to cope with the "Lunch Fiend of the Delaware," although his friends insist that he can lay that celebrity on the shelf and then devour fiend, shelf and all. Once more to Harmony Lodge, Ladies Society, B. of L. F. God bless 'em, now and always!

—*Deacon.*

KATE'S REPLY

To "Mulligan Guard's" billet doux in the February *Magazine.*

If gifted with the poet's lyre,
I'd tune the string of keen satire
And strike it with the hand of fire—
And I will tell you why.
A man I vow I ne'er did see
Has blossomed forth in love to me,
To which I would reply.

Just think of all the cheek he's got—
To ask me if I'd share his lot?
Such impudence! Indeed I'll not,
And you'll agree with me,
When I tell you that he's got the gout,
And all his teeth have fallen out,
And he can scarcely see.

He's five feet 'leven inches tall,
With scarcely any hair at all—
In fact he is, I know, quite bald—
And full of aches and pains.
He's forty-four around the waist,
And, I surmise, is not so chaste
As he so slyly claims.

His cheeky verses made me laugh,
He thought to catch me with his chaff—
But he's too old for me by half,
In years, as well as sin.
His great long nose is fiery red,
His breath is not a violet bed—
The sight would make an angel grin.

This horrid man is forty-five,
Indeed he is, as I'm alive—
And now to marry he will strive
A woman fair and young.
He thinks he'll live a life of ease,
While she is down upon her knees
A-scrubbing all day long.

Or o'er a tub of dirty suds,
While washing other people's duds,
The skin from off her hands she rubs,
He would not care a cent.
If only he'd enough to eat,
And shoes for his enormous feet,
His wife could pay the rent.

Now, "Mulligan Guards" don't think me rude,
With self-respect I am imbued;
No cranky, old decrepit dude,
Will ever capture me.
I'd rather paddle my own canoe,
Than wed a fossil such as you,
So I answer *nay* to thee.

—*East Line.*

Digitized by Google

SUNBURY, PA., March 15, 1887.

Editor Locomotive Firemen's Magazine:

In reading the report of the Scranton union meeting, in the February number, I notice that our friends in No. 220 have been overlooked. While great praise has been awarded to Mr. Samuel Sloan, of the D. L. & W., and justly, too, our boys feel that the gentlemen named in the following proceedings should, also, receive their meed of thanks:

To Alfred Walters, Supt. Sunbury Div.; Wm. H. Halstead, Supt. D. L. & W. R. R.; Chas. Graham, Master Mechanic, and Chas. M. Young, Train Master:

DEAR SIRS:—At a regular meeting of Provident Lodge No. 220, Brotherhood of Locomotive Firemen, held January 16, 1887, action, of which the following is a minute, was taken giving formal recognition of the courtesies extended our Lodge by Supt. Alfred Walters, Supt. W. H. Halstead, Master Mechanic Charles Graham, and Train Master Charles M. Young, on the occasion of our late visit to the city of Scranton to attend the union meeting, in having placed at our disposal, free of charge, a special train to go and return.

First, That we return our most sincere thanks for the high compliment tendered our Lodge, on the occasion above referred to.

Second, That we thoroughly appreciate the motive which prompted such courtesy on the part of our esteemed officials, whose purpose is to elevate men who endeavor to honor their manhood by a faithful performance of the duties assigned them.

Third, That for mutual welfare we hope and trust that the friendly relations, which now exist, may long continue.

C. C. BOWEN,
W. D. KLINE,
A. C. MITCHELL,
} *Committee.*

The gentlemen above named have, on every occasion, been our steadfast friends and we owe them much for the assistance and encouragement we have received at their hands. Mr. Alfred Walters, Supt. Sunbury Div., and Mr. Charles Young, Train Master, are of the Pennsylvania system, and united with the D. L. & W. officials in extending us all the courtesies that could be desired. It now becomes our members to show their appreciation of the kind treatment of these officials, by proving themselves faithful in the discharge of every duty and reliable in every emergency.

C. C. B.

LIVINGSTON, MONTANA, March 9, 1887.

Editor Locomotive Firemen's Magazine:

Throughout the Northwest, so it seems, every *Magazine* that comes to hand is eagerly read by all the members of the Brotherhood. It contains food for the mind, and the information we derive from its columns is all we have to guide us in conducting the affairs of our Lodge. I do not wish to be selfish or indulge in insinuations or unpleasant reflections, still I wish our Lodge was situated in the East or South, and I know a great many of our brothers who wish the same, since, in that case, the Grand Officers could visit us at least once a year, which would do much to increase the enthusiasm of our membership and advance the interests of the Brotherhood. But, instead of once a year, we have never seen a Grand Officer in this locality since the day we were organized, and I assure you that our local eloquence is becoming ancient, and something new and modern is required. Let a tree grow as it will, and what can you expect? So it is with about a dozen Lodges in this section. It is true we pay our dues and keep within the boundaries of our constitution and by-laws, and most of us attend the meetings regularly but I would ask our Grand Officers, and members who read this letter, if the above observance of obligations constitute and make a good Brotherhood man? For my part, I think it does not. It is only one foot, and the left one at that, inside our Brotherhood. Send one of the above rated members on the road in search of employment, would he not be a fine sample of a thorough B. of L. F. man? Why, he could not tell you the name of one Grand Officer. In the name of the Brotherhood, and with the sanction of immediate Lodges, I ask that the Grand Officers come on an investigation and instruction trip over our line, the Northern Pacific, and I am sure the trip will bear good results.

Our ever welcome visitor, the *Magazine*, has visited us twice this year and was duly appreciated, and the next ten visits for 1887 will be looked forward to with great interest. I see by the last issue that some of our brothers in the east, or some place east of here, are finding fault with the lateness of the arrival of the *Magazine*. Brothers, just think, you who can recall the *Magazine* of '78 and '79, and compare it with our welcome visitor of to-day—what a grand success. Our *Magazine* ought to be the pride of all good and loyal members of our Order, and each and every one of us should do our utmost to advance its cause and circulation.

Business in this locality has been very good all winter, especially breaking snow. There have been several promotions to the right side, and all are giving good satisfaction. Custer Lodge No. 191 is struggling along and keeping in line of the grand march, and I predict a prosperous year and a good report at the end, of work well done. All our officers are good men in the right place.

I would like to hear from our sister Lodges along this line, and how they are prospering, and also from some of our old contributors. Bro. T. P. O'Rourke, bury that hatchet, and let us hear from you. We all looked well to your articles in the *Magazine*, and a great many of us profited by your sound arguments, so come forth. The caller is after me to go out bucking snow, and I will close with

Yours fraternally, *W. T. Field.*

BILLY COLE.

Brother Cole's to be married, I've heard the boys say,
We think he's been long enough "sole,"
So he popped the question and she named the day,
For to increase his stock of Cole.

Then go ahead William, the boys wish you well,
And when to the altar you've led her,
May your lives be as merry as a wedding bell,
When you start out a double header.

Over life's rugged road as you're running along,
May success attend without fail;
In mutual affection we hope you'll be strong,
May you ne'er strike a broken rail.

And, when past middle life, you're going down grade
May the brakes in condition fine,
Let you drop safe and smoothly through old age's shade,
Until you strike the great air line.

You may then pull her out, give her steam, ring your bell,
For now you will soon reach the goal;
One thing is in your favor, we know very well,
You're sure not to run short of Cole.

—*Edward Splaine.*

Digitized by Google

TO EAST LINE.

Dear sir, in reply to your December ditty,
Allow me to say your advice is quite good,
Although sir, to me it seems a great pity,
That *you* do not marry, that is, if you could.

Can *you* give a good and plausible reason
Why you are still jogging alone through this life?
Come, tell us I pray you, why you've passed the season
When you should have had a nice home, and a wife?

With all your receipts for a peaceful hereafter,
You tell me you've crossed the old bachelor's line,
Now tell, I beseech you, without mirth or laughter,
Do *you* wish to go single for the rest of your time?

Don't scold and deride me, while you too are single,
Remember that some folks should never throw stones;
And especially those whose house has glass shingles,
For they're sure to return and break some of your bones.

I've been fishing at home in hymenial waters,
And my hook is supplied with the requisite gall,
But I find that each one of mother Eve's daughters,
Refuse to be caught by my hook after all.

I have stood on the banks of young Cupid's river,
Patiently waiting for some one to bite,
But the fish will come up with a sly little quiver,
Then wiggle away and dive out of my sight.

I am not so exacting in trying to capture
A mate to complete the joys of this life,
Maid, old maid, or widow would fill me with rapture,
By simply becoming my dear little wife.

I'd stay at home nights and take care of the baby,
No more of the pleasures down town would I seek,
My wife should attend all the balls like a lady,
And go to the skating rink three times a week.

I would stop all bad habits, henceforth and forever,
And promise that ne'er would I get full again,
If some gentle female would just be so clever,
As to walk through this life as Mrs.

Jas Mulligan.

CORNING, N. Y., March 22, 1887.

Editor Locomotive Firemen's Magazine:

On Saturday, March 19th, we had the pleasure of meeting Vice Grand Master J. J. Hannahan. He held a special meeting of Fellowship Lodge No. 121, and exemplified the secret work and gave us good instructions in the workings of the Order, of the duties members owe the Lodge, themselves and those depending upon them. Much interest was manifested, and careful attention paid to everything he said. Bro. Hannahan possesses the happy faculty of being able to talk a long time without wearying those whom he is addressing; it is indeed a pleasure to listen to him. Remarks were also made by Bros. W. M. Brewer, S. L. Albro, G. R. Quick and J. L. Krebs, after which the meeting adjourned. We then repaired to the Dickinson House, where "Mine Host" Fuller had spread a bountiful repast. While dinner was in progress, Bro. Hannahan regaled us with many a choice anecdote and incidents of his travels. After each one had done justice to the good things spread before them and the inner man was satisfied, the members vied with each other in making it pleasant and agreeable for Bro. Hannahan. Flashes of wit and brilliant repartee were the order of the day. Harmony and good "fellowship" prevailed. Bro. Hannahan's stay amongst us was short, but he left a good impression upon all who were fortunate enough to meet him. It is indeed a pleasure to meet the genial "John." His ever ready wit and flow of soul endeared him to all with whom he came in contact. He came amongst us a stranger, but he became thoroughly acquainted with each member before he left. At 3:45 P. M., we escorted him to the Erie depot, where he left us for Elmira with a hearty shake of the hand and a heartfelt "Auf wieder sehen." May his (Bro. Hannahan's) shadow never grow less; may he continue many, many years in the good work in which he is engaged. That he may again grace our Lodge room with his presence in the near future is the sincere wish of every member of Fellowship Lodge No. 121. Hoping this will be fortunate enough to escape the waste basket, I remain

John L. Krebs.

POCATELLO, IDAHO, March 15, 1887.

Editor Locomotive Firemen's Magazine:

Three years have passed since No. 195 was organized, and not a single word has appeared in the columns of the *Magazine*. But is is well said "still water runs deep." Such is the case with the members of 195. Re-Echo Lodge was organized January 14th, 1884, with six charter members, and now has a membership of some seventy, and prospects for several candidates in the near future.

The Division at Shoshone being abandoned, our Lodge property was transferred to Montpelier where we have an earnest set of workers. Bro. Dan Hill still retains the Master's chair and does it justice. Bro. Redman slings the quill, while Bro. Rawley handles the finance. Bro. Dick Williams is chief rustler. Bro. Peter Layng, champion Magazine Agent of North America, is talking every man, woman and child into taking the *Magazine*. He even convinced Pocatello John, chief of the Bannock Indians, that he should take the *Magazine*. Pete is as proud of the five-hundred dollar prize he received as he is of his new engine, 982. Don't some of you Eastern agents feel sore to think little Pete out here in this sage brush country, where no one but Indians live, should carry off that prize? This is the second prize this Lodge has captured and if you are not careful it will not be the last, as Re-Echo Lodge can boast of the champion book agent. To give a history of the good qualities of all our members would require as much space as the moral law. If this does not find its way to the waste basket you will probably hear from some of the members within the next three years, as this is our first.

Re-Echo.

BROOKLYN, N. Y., March 1, 1887.

Editor Locomotive Firemen's Magazine:

The second annual reception and ball of Atlantic Lodge, No. 291, B. of L. F., was held in this city, Wednesday evening, Feb. 16, at Scheillem's Hall. The affair was in all regards a decided success. The boys were out in full force with their lady friends, and were delighted to meet large representations from Divisions Nos. 269 and 299 B. of L. E. Bros. McCaffrey and Pierson, of 149, were also present. All present had a good time, and the festivities of the occasion were continued until the morning call for duty, to which I am pleased to state not a man failed to respond. Yours fraternally,

Valentine.

Digitized by Google

Personals.

TOM MOTTER is still on the table.

D. P. WEAVER, of 83, is now at Vicksburg and doing well.

A. F. HERRON, of 267, has the ring of sound Brotherhood metal.

C. S. FISK presides over 279 in a most creditable manner.

JIM HILL, of 127, is firing on the "Northern" out of Toronto.

IT is advised that C. G. Potter, of 255, had better "take a shock."

THE records of Bluff City Lodge are well kept by Bro. J Wagner.

THE Master of 267, Bro. Brown, has his heart in the right place.

J. C. O'CONNELL is serving as Master and Magazine Agent for 180.

SCOTT JONES is the efficient Receiver of Anderson Lodge No. 278.

A. F. GILLESPIE, one of 200's earnest members, is now located at Vicksburg.

GEORGE L. COOK will make Headlight Lodge No. 217 a first-class Collector.

A. J. JAECKEL is now Collector of Three States Lodge, and makes a good one.

A. H. FLYNN makes 267 a first-class Secretary. He is a Brotherhood man, head and heart.

P. WITZEL, of 149, is doing some active work for the *Magazine* in New York and vicinity.

JAMES MCNAMARA, of 47, is braking on passenger, on the Illinois Central, out of Chicago.

JAMES SELLERS now presides over No. 55, and is making a creditable record in that capacity.

JOS. LEWIS, of 55, is on the right hand side, but his interest in our Order is ever the same.

HARRY COCHRANE, of 225, has gone to Big Springs, Texas. Harry is all wool and a yard wide.

FRANK DEAN now wields the gavel of No. 342. Frank is a graduate of No. 127, and will fill the bill.

WHAT is the name of the Pennsylvania brother who has a patent device that he carries about with him?

ED CIMMIRE is making good time with the 17, and all the boys congratulate him on his promotion.

ED and PAT DWYER, of Bluff City Lodge No. 55, are clever gentlemen and good Brotherhood men.

L. S. SMITH is one of the best members of 277. In him Alabama Lodge has a faithful supporter.

W. S. EGAN is one of the moving spirits at Cairo. He is Secretary of the Lodge and an active member.

WE found a most clever body of men at Paducah. They are all earnest in their devotion to the Order.

H. B. DRULLARD occupies the Master's chair at Paducah, Ky., and keeps the Lodge in good running order.

A PRETTY little black-eyed girl has been added to the family of Bro. J. F. Decatur, of 253. Good boy, Joe!

FRANK X HOLL looks like a military man with his "burnsides." His old friends would scarcely recognize him.

AMONG our most competent Receivers must be mentioned Bro. H. C. Kehlman, of No. 238.

BURT BONNY'S laugh can be heard clear across the great desert. Burt is as genial as the Arizona breezes.

BROS. PORTER, Gregory and Miller, of 176, have been promoted to the right hand side. May success attend them.

THE boys at McComb City are abreast of the times. No. 249 will come to the front under the present administration.

G. H. JONES is the biggest man in Jersey City since that boy was presented to him. How about the cigars, George?

THE charming scenery along the Erie, completely captivated Bro. Heinselman, of 199. He took it in, for all it was worth.

C. HEWITT, Receiver of 180, is an engineer, but is strongly attached to our Order and is one of the main stays of his Lodge.

THE boys of 278 speak in very high terms of Bro. Wright, Master of said Lodge. He is the right man to wield the gavel.

ALL the members of Dominion Lodge, No. 67, are heartily glad to see Bro. Wm. Shields out again, after his severe illness.

W. R. RUFFIN handles the gavel with marked ability. His Lodge, Friendly Hand No. 201, is one of the best in the South.

CON. BRANNON, Collector of No. 55, is firing for Bro. Jacob Fuchs on the L. & N. Con. says the boys must keep straight financially.

D. W. SHEA is Secretary and C. W. Steelman is Collector of Friendly Hand Lodge No. 201. Both are competent and diligent officers.

AT our open meeting at Jackson, Tenn., we had the pleasure to meet a number of members of the Brotherhood of Locomotive Engineers.

THE men who make up Mount Penn Lodge, No. 317, are the embodiment of our principles and their Lodge ranks with the best in the Order.

JOHN WELLINGTON, Master of No. 127, has staying qualities of the first order. It will be late in the season when John goes back on the boys.

GEORGE JEFFERY, of No. 38, is the proud father of a twelve pound girl. The boys are anxiously waiting for Bro. Jeffery to say something.

LAWRENCE FOX is the new Receiver of No. 55. He enters upon the discharge of his duties with a good will, and will make an excellent record.

IN all the state of Kentucky there is not a more painstaking Master than J. E. Doran, of No. 104. He holds the lodge right down to business.

B. E. DIX is one of the sterling members of 258. He is active and intelligent, and one of the ablest champions of the Brotherhood in the West.

SUPERINTENDENT NOBLE, of the Southern Pacific, is a thorough-going gentleman, who has the respect and good will of every man in his employ.

GRAND MASTER SARGENT'S recent trip to the Pacific coast had most gratifying results. He reports things in good condition, all along the line.

C. S. MCAULIFFE has been promoted to the right side. Con is Master of 130, and is an untiring worker for the Brotherhood, both on and off duty.

OUR Lodges on the Pacific coast were disappointed, in consequence of Bro. Sargent's failure to pay them a visit on his late trip to the coast. They will please bear in mind that the Inter State Commerce law took effect April 5th, and that walking, at this season of the year, has a decidedly wearisome effect.

Digitized by Google

P. B. SCANLAN is now officiating as Receiver of the new lodge at Holden, Mo., in which position he will serve with credit to himself and the Order.

WILL Bro. Ebert, of 110, please let us know the name of that favorite Rose of his? We have forgotten its name, but its memory lingers with us still.

"PAP" HARRISON stil'l holds the fort at Tucson. He is probably the oldest member of our Order, but always carries with him the freshness of Spring.

THE ladies at Algiers, La., are thoroughly in sympathy with the Brotherhood, and are as zealous as the members themselves in advancing its interests.

OUR thanks are due Bro. and Mrs. A. H. Flynn, of Algiers, for kindnesses too numerous to mention. At their door the latch string is on the outside.

WM. J. A. KENDALL is his name, and Collector is his occupation. Three hundred and seventeen will tell you that he understands his duty and performs it.

ALL our boys will be glad to learn that I. H. Crossman (Old Hickory), of Buffalo, is able to resume his duties again. May the best of good luck follow him.

J. W. TURNEY, of Jackson, Tenn., though no longer a member, is still with us at heart. We appreciate him as one of the pioneers of our Order in Tennessee.

WE are anxiously awaiting the advance sheets of the new work on parliamentary practice that is to come from the house of F. C. Donigan & Co., New York.

IN the C., V. & C. yards, at Cairo, will be found Bro. Douglass, one of 45's members, who is now employed by that company and working his way to the front.

WHEN GLOVER, of 107, "does" New York again, he will probably have on shoes that are already broke in. The last trip in new leather was too much for him.

OUR friend Drullard, of 238, although doing well at Paducah, is not entirely weaned away from Buffalo. He oftentimes yearns to be back in "Old York state."

A PRETTY little boy has been added to the family of Bro. Herb Nichols, of 130. Herb. is very proud of his new boy, and has the congratulations of his many friends.

ROBERT BONE, of Avon Lodge No. 38, was united in marriage at Fort Erie, Ont., to Miss White. Both Bro. and Mrs. Bone have the hearty congratulations of all 38's members.

IN all our travels we never met a more clever fellow than Bro. John Mulvin, of 238. He has been running an engine for some years, but still keeps up his interest in the Order.

OUR recent meeting at Cairo, though not largely attended, was a decided success. Bros. O'Connell, Egan, Jaecard and Hewitt are now at the helm, and No. 180 will go to the front.

IF you visit Memphis, you will meet Bro. M. Cady, of 55, an old time member, and one who will take an interest in you. Bro. Cady is a representative Brotherhood man in every respect.

GEORGE SUTHERLAND, of 225, who has been laid out for nearly a year with Panama fever, is convalescent. He says for good everyday nurses, Bro. Hill, of 15, and Billy Scott, of '27, take the cake.

WE were proud to meet Bro. M. C. Campbell, of 15, on our recent visit in the south. Bro. Campbell is heart and hand in the cause and takes advantage of every opportunity to help it along.

THE household of Bro. C. A. Wilson has experienced a sad affliction, consequent upon the death of a bright young son, and all the community mingles in sympathy with the bereaved parents.

MARRIED, at Waterloo, on March 19th, Bro. Ed. Brown, of No. 24, to Miss Huldah E. Tripp, one of Waterloo's most popular ladies. Their many friends wish them long life and abundant happiness.

BLUFF CITY LODGE No. 55, has taken a new start, and her prospects are now more encouraging than ever. No. 55 is the oldest Lodge in the South, having stood alone when all others succumbed.

JACOB FUCHS, who has so long been the main stay of No. 55, is running a passenger engine on the L. & N., and is meeting with marked success. Jake is one of the most popular engineers running into Memphis.

THE members of Troy City Lodge, No. 315, express their profound sympathy with Bro. and Mrs. C. H. Thone, in the loss of two of their beloved children, both of whom were gathered in and buried the same day.

JEFF FINLEY, who is well known as one of the T. P.'s most popular conductors, is now running into Ft. Worth. Jeff is whole-souled, to a fault, and has scores of friends who rejoice to know that he is meeting with success.

AS postmaster, Bro. Jno. H. Howell, of No. 132, is a decided success. The Eagle Grove postoffice could not be in better hands, and we fully appreciate the honor of having such a position conferred upon one of our members.

D. A. MORTON, of 341, recently went "calling," and somehow took off his shoes during the operation. Later, he had the conductor hold the train while he went back after his brogans. Geddes can give the full particulars.

AS COLLECTOR of No. 94, Bro. Blaney is making a thorough success. Bro. Patterson is doing the same in the capacity of Magazine Agent. Both are true to the interests of their Lodge and steadfast in their devotion to the Brotherhood.

ONE of the most able and experienced Masters of all our Lodges is Bro. J. P. Clough, of 326. Bro. C. has had large and valuable experience as presiding officer in other organizations, and is peculiarly fitted for the duties of his office.

ENGINEER WETZEL was absent when Bro. Sargent visited Arizona, recently, but he was heard from, just the same, and if Bro. S. had only stopped a little longer, Martin would have supplied him with some new varieties of carp for his aquarium.

TIP LAYTON, whose familiar smile is known throughout the railroad world, is the oldest conductor in the Pullman service. He has grown gray in the service, and his experiences on the rail would make an interesting volume. Our boys all have a warm feeling for Tip Layton.

CONDUCTORS Gillaspie, McNeil and Cassin are among the most clever Knights of the Punch on the Southern Pacific system. They are running between El Paso and Yuma and are exceedingly popular all along the line. Bro. Sargent says they fill the bill in every particular.

ON his visit to St. Louis, Thursday, April 11, Grand Master F. P. Sargent attended an elegant meeting of Granite City Lodge, No. 298. Bro. Sargent reports the boys there active and wide-awake, and predicts for the Lodge a bright future. We hope his expectations may be fully realized.

WHEN Bro. Sargent stepped off the train at Yuma, he was taken in charge by Sheriff Nugent, who knows all the boys as they come along. The Sheriff is very popular and his hotel is well liked, except that some of his boarders complain that the doors are somewhat difficult to open.

Digitized by Google

WE note with pleasure that Bro. Harry Cochrane, of 225, has met with success in his pilgrimage to Texas. He is now occupying the position of round house foreman, and his prospects are very flattering.

R. A. TREZISE, the efficient Secretary of Byram Lodge No. 271, ought to advance his name, because, himself included, he has *five sizes* now around the house, the smallest being a boy about one month old.

JAS. MERRIN, one of No. 65's worthy members, was recently married to Miss Clark, a highly-esteemed young lady of Napuee. The happy event elicited the congratulations of all the members of Challenge Lodge.

JAMES MCLELLAN, of Avon Lodge No. 38, has been united in the holy bonds of matrimony to Miss Hoskins, an estimable young lady of Toronto, Ont. Bro. and Mrs. McLellan have the best wishes of all 38's members,

WHEN we stepped off the train at Jackson, Tenn., a score of "Friendly Hands" were extended to receive us. After an hour's visit through the city we were convinced that the members of No. 201 have the respect of the people and the confidence of the entire community.

NORTHERN LIGHT LODGE No. 127 is the mother of Gold Range Lodge No 341 and Cascade Lodge No. 342. She has given both these lodges their Masters, and can supply as many more as may be required in that locality.

IN the last Legislature of Minnesota, Bro. Frank X. Holl and other members of No. 82 wielded a very decided influence in stimulating and bringing out legislation favorable to railway employes and laboring men generally.

OUR meeting with the members of Meteor Lodge No. 279 was a most pleasant and profitable one. We met Bros. Fisk, Swett, Coe, Long, Ricks and a number of others, all of whom take a lively interest in Lodge affairs.

THE new lodge at Brazil, Ind., "Headlight No. 217," is made up almost wholly of members of No. 16. With Bro. Will Larr at the head, and the other offices filled with capable and energetic men, the lodge will surely thrive.

OUR Vice Grand Master returns his sincere thanks to Mr. James Alexander and Mr. W. J. Germany for the valuable assistance rendered by them in getting together the firemen in North and South Carolina for the purpose of organization.

ANY member desiring an official chart of our Order should correspond with Bro. Wm. Hugo, 79 N. Noble street, Indianapolis, Ind. Only a few are left, and orders should be sent in at once. A liberal commission will be allowed to agents.

Do you hold a receipt for quarterly dues up to August 1st? If not, you stand suspended, and can only be re-instated by a vote of your lodge. Examine your receipt and see to it that it reads "for subordinate dues for quarter ending July 31st."

AT Cairo, recently, we had the pleasure to meet Bro. J. A. Lewis, of No. 201, who is foreman of hostlers at East Cairo. An hour's conversation with Bro. Lewis convinced us that he is heart and soul in the Brotherhood. Such men as Bro. Lewis are the main stays of our organization.

WM. H. BLANCHARD, the Warden of No. 271, is not quite as prompt in his attendance at lodge as could be wished, but as he has been getting married to one of Jersey's daughters, and as they are about to commence housekeeping, he has the sympathy of all who have been there.

GEORGE RICHARDSON, of 135, better known as "baby," was supposed to have fallen heir to some landed property on the north side of Jamaica. But Brother Sutherland says that all the property that "baby" has any claim on is a one-roomed cottage, a double-headed "dorg," and a tin-type.

MART H. ADAMS, who has been sojourning in Mexico, for some time, has returned to Tucson, where he will make his future home. Mart was married to a most excellent young lady, a short time ago, and he and his bride are just as happy as the day is long. May joy be with them, always.

THE promotion of Bro. A. S. Hart, of 47, to the position of Train Master on the H. R. & E. division of the Illinois Central, is a matter for just congratulation. Bro. Hart has gone to the front through his own perseverance, and we predict for him still greater advancement in his new occupation.

WITH his usual generosity, Bro. F. H. Coe started the penny subscription suggested in the March number of the *Magazine* for the purchase of a new handle for the Grand Master's mutilated "grip." A shining new penny was received from Fred, for which he has the thanks of the needy recipient.

MR. HARRY STEVENSON, one of the most prominent members of the Brotherhood of Locomotive Engineers, has been advanced to the position of Traveling Engineer of the Southern Pacific system. There is no gentleman in our acquaintance whom we had rather see prosper than Mr. Stevenson.

A MOST interesting meeting was held at El Paso by Bro. Sargent, who reports No. 135 in excellent condition. The officers are all attentive to their duties and the members aid them by attending meetings regularly and paying promptly their dues and assessments. The outlook for New Year Lodge is most encouraging.

IT is reported on good authority that Bro. Maguire, of 267, recently made a hasty call in the neighborhood of his best girl. He was in such haste to see his treasure that he forgot his hat. A few moments later a young lady near by was greatly surprised to see her hatless lover enter the gate. We smoke occasionally, Mac.

AT Vicksburg we had the pleasure to meet Bro. J. C. Davidson, of 246, as whole-souled a brother as we have in our Order. No sacrifice is too great for him when the Order demands it. Early and late he is among the boys, reminding them of their duties, and working with them in the interest of the Order. Bro. D. is truly an ideal Brotherhood man.

GRAND Master Sargent is highly elated over the success of his trip over the Santa Fe, Missouri Pacific and Southern Pacific Lines, on his recent visit to the Pacific coast. He found the men in every department, conductors, engineers, brakemen and firemen, genial and accommodating, to an extent that made his journey a thing of beauty and joy forever.

H. G. HOLLY, of 205, who manipulates the scoop on the 117, of the Santa Fe, is a good one. His engine, he says, has been in active service since 1812, and barring a few leaks, she is one of the smartest machines on the line. Holly says they are just breaking her in to pull the fast mail and that she is limbering up and will soon be right down to business.

WE are happy to announce that six of the members of Troy City Lodge No. 315 have gone to the front. Chris Thome C. H. Haverly and L. H. Shaw are running yard engines in the N. Y. C. yard at Green Island. W. H. Murray is running a D. & H. yard engine at the same place. J. R. Nugent and H. Pierce are on the D. & H., at Troy, and all are doing excellent service.

WHEN Bro. Sargent struck Tucson, his old home, after a year's absence, he looked around for some of his old time associates, but, strange to say, the faces on the left hand side were all new to him. It suddenly dawned on him that he had been away quite a little while, and upon looking in at the right cab window he recalled that his old associates were still there, but that they were no longer firemen. Nearly all of them have advanced to the line of promotion, and are doing well. Verily, the world do move.

Digitized by Google

THE city of San Diego, Cal., is experiencing an unusual boom, and we are glad to see our friend, J. M. Dodge, abreast of the times. We notice that Bro. Dodge has lately embarked in the wholesale and retail book and stationery trade, in the firm of Dodge & Burbeck, who are located under the Hotel Brunswick. Dick's numerous friends wish him abundant success in his new enterprise.

ADVICES from the Northwest state that Bro. Sam Wilson, of No. 127, has been in bad luck. He was to lead to the altar one of Brockville's fairest daughters, when unfortunately he was snowed in on the Canadian Pacific until it was too late for the ceremony. We hope Sam is thawed out by this time, and that when he gets caught again it will be in a bank of orange blossoms

A RATHER peculiar meeting was held on our recent visit to Vicksburg. The Lodge only has five members, and not one of them could be present. There was a quorum, however, made up of members of other Lodges, but no two members of the same Lodge were present. The Lodges represented were Nos. 16, 83, 155, 200 and 246, and the meeting was an unusually interesting one.

FOR his fidelity to the Order in caring for sick brothers of sister lodges, Bro. W. F. Brundage, of No. 77, is entitled to great credit. His brotherly attention to Bros. Correl and Switzer, of No. 132, during their last illness, his zealous care of their remains, and his kindness to the bereaved ones, substantially illustrate the benevolent features of our Brotherhood, and are well worthy of emulation.

THROUGH the kindness of Bro. J. J. McCaffrey we have been favored with one of the fancy orders of dancing used at the fourth annual ball of No. 149. The order is on a heavy satin base and in a book with a beautifully painted surface, in which appears the programme of the evening. The committee displayed excellent taste in the selection of their programmes, and we have no doubt each lady who received one will treasure it as a beautiful souvenir of a beautiful occasion.

IT is reported by the Commissioner of Patents that Tom Taylor, of Meadville, has applied for a patent upon his latest improvement to his magic elevator. While at New York, recently, Bro. Taylor was extolling the merits of his improvement and among other excellent features, he claimed for it, was its extreme lightness, being able to carry it about his person. If you see Tom, have him show it to you. It will strike you, on sight, as being a good thing.

THE Guiding Star No. 130 is not far behind the times. Twenty of her members have been transferred to the right hand side in less than six months. They are "kicking" cars in every direction, both on the C. & N. W. and C., M. & St. Paul yards, while others are running on the road. With Bro. McAuliffe as Master, and Bro. Dwyer as Vice, and eighty-five staunch veterans in line, the success and prosperity of the Guiding Star are secure.

EVERY member of our Order will be glad to learn that Bro. W. C. Byers, of No. 27—"Honest Bill Byers"—has been elected to the position of Alderman at Cedar Rapids. Bro. Byers did not aspire to the office, but he was elected by an overwhelming majority, nevertheless, because the people wanted honest government. Bro. Byers is eminently qualified for the office, and will make an excellent record. We hope to hear of his being elected Mayor when the next returns come in.

J. D. BLEDSOE, Receiver and Magazine Agent of Friendly Hand Lodge No. 201, is one of the most faithful and earnest Brotherhood men we have ever met. His constant endeavor is to build up and improve his lodge, nor has he toiled in vain, for his lodge ranks with the best on the rolls. Besides being an efficient officer, Bro. Bledsoe is a most clever and congenial companion, and is ever ready to extend the right hand of fellowship to a visiting member. We are under many obligations to Bro. and Mrs. Bledsoe for their open-handed hospitality during our sojourn at Jackson.

C. D. LEFLER, one of the lately-added members of No. 271, is the happy father of a bouncing girl. A member of the Order and a father, all inside of a month—no wonder he is happy. Bro. Lefler is distinguished for his size, being over six feet, and he says he would have been taller still if they had not put the bend in too soon and left too much of him on the ground. As ordinary bedrooms cramp him up too much, he puts his feet out of the window. The other night his wife woke him and told him to draw in his feet, as it was storming, but he said he hated to do it, as his neighbor's goat had found shelter under them.

L. C. FOSTER, JR., Grand Organizer and Instructor of the Brotherhood of Railroad Brakemen, paid us a very pleasant visit recently and gave us some exceedingly encouraging accounts of the work of that organization. Mr. Foster says the Order is in excellent condition and that the outlook for the future is decidedly cheering, all of which was very gratifying to us. The visit of Mr. Foster was essentially brief, and he could not be induced to prolong it. After a short, but most pleasant interview he hastened away on his mission of organizing and instructing, carrying with him the fullest measure of our good wishes.

ELSEWHERE we publish a poem entitled "Whitey Owens" from the pen of Captain Jack Crawford, the "Poet Scout," who is now located at Fort Craig, New Mexico. Captain Crawford has proven himself to be a gentleman of a high order of literary ability as well as a successful scout and frontiersman, and his many friends will be glad to know that the volume of poems recently published by him is meeting with an immense demand. Captain "Jack" was of inestimable service to his country as Chief of U. S. Scouts during "the times that tried men's souls," and history will associate his name with the Grants, Shermans and Sheridans of the age. Quiet and unassuming in his manners, and modest to an unusual degree, he has gained for himself the admiration and respect of all who have known or read of him. We understand that Captain Crawford has a very flattering offer from a leading New York theatrical manager, and should he conclude to accept, we bespeak for him a brilliant career on the stage and a rich financial harvest.

MR. SLUSSER, the genial Master Mechanic of the L. & N., at Nashville, is one of the oldest locomotive engineers in the country, and can relate some very interesting reminiscences of his early experiences with the iron horse. Mr. Slusser fired the engine "Governor Pollock," that hauled President-elect Buchanan from Wrightsville, Pa., to Baltimore, on the way to Washington to his inaugural. Mr. Slusser also ran the pilot of President Lincoln's funeral train from Baltimore to Bridgeport, Pa. We had the pleasure recently to spend an hour in Mr. Slusser's company, and enjoyed exceedingly his recollections of early railroading. Although a pioneer in the railway service, he has kept steadily abreast of the times and is now a thorough Master Mechanic in every particular. We are pleased to note Mr. Slusser's popularity with his employes. All the boys have a good word for him, and the most amicable relations exist between them.

A NEW Howard clock has been erected in front of his store by Mr. J. S. Townsend, the Railroad Man's Jeweler, 1551 Wabash Avenue, Chicago, which is said to be the most magnificent street clock in America. It is surmounted with a perfect model of Engine 34 of the Illinois Central Ry., made under the direct supervision of Mr. Wm. Renshaw, Asst. Supt. of Machinery. The new clock will undoubtedly attract great attention, especially among the railroad fraternity.

WE have a number of communications, resolutions, etc., which were unavoidably crowded out of this issue. They will appear in our next number, or, as early as space will permit.

Digitized by Google

Special Meetings.

JACKSON, TENN.

Pursuant to announcement a union meeting was held at Jackson, Tenn., under the auspices of Friendly Hand Lodge No. 201, Monday, March 7. We found the members of Friendly Hand an active, wide-awake body of men, and well up to the work of the Order. A closed meeting was held in the afternoon and in the evening a public meeting was held at Duke's Hall which was well attended. The following account of the meeting appeared in the Semi-Weekly Whig:

The speech of Grand Master Sargent was full of wise counsel and advice to firemen. He said the Brotherhood had been established now thirteen years, had 340 lodges and nearly 18,000 members, who were scattered throughout the civilized world. He showed how the Brotherhood had improved and raised the standing of the members. He said that during the thirteen years of existence the Order had never engaged in a strike, and he believed the time would come when there would be no need of strikes, but all labor differences would be settled by arbitration. The speaker then took up the four mottoes of the order, Protection, Charity, Sobriety and Industry, and showed the fitness and application of each. The Order protected its members by making them a unit on affairs which affected firemen by making them think more of their calling, making better employes of them and enabling them to lay their grievances before the proper authorities and getting the proper attention and hearing. The Order encouraged sobriety and industry among its members. One was the outgrowth of the other. The Order was charitable because it set aside a reasonable amount of money for its members who should become permanently disabled, and at the death of a member his family receives $1,500. The speaker closed by returning thanks for the warm reception he had received.

The Grand Secretary and Treasurer, Mr. E. V. Debs, then followed with an address. Both gentlemen spoke of the relation between fireman and engineer, and the cordiality that should exist between the two Brotherhoods.

They were highly pleased with their visit to the South. All who heard the speeches Monday night were highly pleased. We hope these gentlemen will come this way again.

ALGIERS, LA.

When we arrived at New Orleans we were received by a committee of Endeavor Lodge No. 267, by whom we were at once conveyed across the Mississippi to Algiers, and thence to the home of Bro. A. H. Flynn, where a bounteous breakfast awaited us. We then repaired to the hall and held a closed meeting which was of great interest to all present. At noon a splendid banquet was served to which ample justice was done. In the afternoon an open meeting was held which was well attended. The gentle sex was largely represented, being made up chiefly of the families of the members. Bro. Bliss called the meeting to order in a neat introductory, whereupon we addressed the meeting at some length, using the Brotherhood, its origin and history and its aims and purposes as a text. At the close of our address dancing was indulged in and a most enjoyable time was had. Later on refreshments were served by the ladies, and of course we responded promptly to every invitation to partake of the delicacies that were passed around.

Superintendent Owens, of the Southern Pacific, who is a great favorite with the boys, was in attendance and complimented them highly on the success of the meeting. Master Mechanic O'Connell was unavoidably prevented from being present. A number of conductors, engineers and brakemen were in attendance and participated in the felicities of the day.

The lodge at Algiers is in many respects the best lodge in the South. Its members are intelligent and active, and what is better still, they are united and harmonious. They work together in a true brotherly spirit and hence the magnificent condition of their lodge. We are proud of the members of No. 267, and we have a right to be. Their officials have implicit confidence in them and avail themselves of every opportunity to help the boys along in their work. And such hospitalities one does not often meet with. Nearly every family in Algiers is a Brotherhood family. The ladies vie with their husbands and brothers in promoting every enterprise in which the lodge has an interest. To visit such a lodge is indeed a pleasure, and we have a heartfelt appreciation of every kind word and act of which the broad-guage members of 267 made us the recipient.

Grand Union Meeting.

A grand Union meeting will be held at New York City, on *Sunday, May* 15, under the auspices of Just In Time Lodge, No. 149. The arrangements for this meeting were perfected and the expense necessary thereto was incurred prior to the passage of the Inter State Commerce bill, and hence it has been decided, for the good of the order, to fill the engagement. An open meeting will be held at Tammany Hall, which will be addressed by His Honor, Mayor Abram S. Hewett, Hon. Chauncey M. Depew, president of the New York Central; Hon. Sam Sloan, president of the D. L. & W.; Hon. Burk Cochran, M. C., and the Grand Officers of the Brotherhood. To this meeting the general public is cordially invited.

A closed meeting will also be held, for the exemplification of the unwritten work and the transaction of other business, to which all members of the Order in good standing are invited. Tammany Hall is located on 14th St., near 3d Ave.

On account of the Inter State Commerce Law, which recently took effect, no arrangements have been made for transportation by the Grand Lodge, but the New York Central, West Shore, New York, Lake Erie and Western, Delaware, Lackawanna and Western and other railroads running into New York City, will grant passes to members of our Order upon receiving application from the Superintendent or other transportation official, under whom the applicant is employed. This meeting will be the largest and in every respect the most important ever held in the interest of our Order, and it is earnestly requested that the largest possible number of Lodges be represented. Members desiring further information on the matter will address the Chairman of the Committee of Arrangements: F. C. Donigan, 2462 8th Ave., New York, N. Y.

THE *Western Fireman*, published at Chicago, refers to the Matchless Metal Polish, advertised elsewhere in these columns, as follows:

The Matchless Metal Polish Company, of this city, are booming business at their office, 198 and 200 Market street, this city. It keeps Manager F. G. Baker busy to look after his numerous orders. The new "Tripoline" polish is the most popular article of the kind ever used in fire departments.

VICE GRAND MASTER HANNAHAN speaks in very complimentary terms of Mr. Geigoldt, M. M. of the A. T. & S. F., at Nickerson, Kan., and Mr. Mehan, M. M. of the same road at Dodge City, Kan. Bro. Hannahan says these gentlemen are warm friends of our Order, and are ever ready to encourage and assist those of our members who are in their employ.

Digitized by Google

AMUSEMENTS.

WYMORE, NEB.

The first annual ball of Blue Valley Lodge No. 312, was an overwhelming success, as will be observed by the following glowing account, which we have clipped from the Wymore *Democrat:*

Never, since the opening of Richard Livsey's Opera House, was that massive structure filled with a gayer or happier throng of merrier people than assembled there Tuesday night, "to chase the glowing hours with flying feet." It was the first annual ball given by the Brotherhood and to it was gathered the flower of the fairest among the belles and beaux of the Magic City. Here also was gathered many friends from abroad, from Omaha, Lincoln, McCook, Red Cloud, Superior, Atchison, Beatrice and Blue Springs. The Brotherhood, anticipating a large assembly, by the unprecedented large sales of tickets, had made ample preparations to render every one comfortable and give full scope for an enjoyable time.

The decorations were elaborate and had been secured without regard to cost. At the west end of the hall, covering the entire space usually occupied by the drop curtain, was a magnificent painting, representing a full sized locomotive upon which was inscribed the number of the engine to correspond with that of the Lodge. Upon the tender was inscribed, "Blue Valley Lodge B, of L. F.," in blue letters. The number of the Lodge, 312, was on the headplate of the engine, and upon the cab appeared the letters P. C. S. and I. in gold letters. The engine stood upon a track having up steam and carrying signals, with headlight burning, and looking realistic and true to life as any picture we have ever seen—even the fire in the fire-box and steam from the cylinders could be seen and looked realistic. The painting was done by Widney & Snuffin, of this city, and of itself proclaims them artists of high rank. A large flag hung upon the south wall upon which was inscribed the motto of the Brotherhood: "Protection, Charity, Sobriety and Industry." Hanging on the other side of the wall was a fine photograph of the delegates to the national convention, held last autumn, at Minneapolis. Among the delegates the fine face of our townsman, S. E. Fulton, could be readily distinguished. Along side of this was a lovely banner, a gift from Mrs. James Kennedy, wife of the master mechanic at Red Cloud. The chandelier was decorated with red, white and green signal lamps, which Superintendent C. B. Rogers had ordered from Lincoln, for that purpose. The scenic effect of this display was elegant. Over the door, arched in evergreens, were the words "Welcome by B. of L. F." The dance was the largest ever held in the city, twenty-six sets being on the floor at once, making 208 persons dancing at one time. The music, by Prof. Madden's Orchestra, was pronounced by people from all parts of the State to be surpassingly fine, thus adding new laurels to the State reputation already attained. Prof. Linton called the changes, in an elegant and felicitious manner. The floor managers, reception committees and, in fact, every one concerned, performed their part in an able and efficient manner. The supper was provided by Alex. Gordon, at the Gordon House, where forty couples sat down to enjoy the rich viands so bountifully provided. Blue Valley Lodge No. 312, B. of L. F., was organized April 18, 1886, and has rapidly risen to a prominent place as a Brotherhood and labor organization. The *Democrat* congratulates the boys on the success they scored, and trusts their annual ball will become a permanent institution of their society.

ST. THOMAS, ONTARIO.

We take pleasure in reproducing a partial report of the annual ball of Charity Lodge No. 5, regretting that lack of space prevents a more complete report:

The annual ball and supper of Charity Lodge, No. 5, B. of L. F., is always a red-letter event and is eagerly looked forward to by the devotees of the "muse of the many twinkling feet." The fifth of these annual reunions was held last night, in the Grand Central rink, and like those which have been given before, turned out to be a thoroughly successful and enjoyable affair. The requisites for a pleasant ball are a good room and accommodation, good music and good company. To enjoy the dancing there must be a good floor and good music; to enjoy the supper it must be in abundance, well cooked and well served; and to enjoy the company one must be able to secure congenial partners. All these requisites were provided last evening. No more suitable place to hold a ball could be wished for than the Grand Central rink. Last night the floor was in first-class condition, and every convenience was provided. Two new dressing rooms have recently been constructed and were used, for the first time, last night. The committee had very prettily decorated the rink with flags, pictures, bannerets, etc. At the east end of the rink a large union jack was stretched across, on which, in large golden letters, was the word "Welcome," and every one present was made heartily welcome. At the other end of the rink was hung a blue banner, bearing the words "Charity Lodge No. 5, B. of L. F.;" on either side of which were hung a large tri-color and the stars and stripes; underneath these was another blue banner, bearing the letter "B." The gas jets and walls were decorated with small union jack and stars and stripes. A number of pictures of engines, etc., were hung along the sides of the room, and the band stand in the centre of the room was also decorated with large and small flags, the whole presenting a very gay appearance. Along the side of the rink had been placed sofas and chairs for the accommodation of dancers. The second requirement, good music, was also provided, Dayton's string band, of London, having been engaged. Never has a larger, jollier, more orderly and respectable gathering of the kind been held, and thus another requisite of success was there. Mr. Musselman, of the Ocean dining hall, furnished the supper, and considering the large crowd and the fact that three or four tables had to be set, the service was excellent. The committee who had charge of the affair did their work well, and are deserving of all praise. As in all committees a great deal of the work fell upon the Secretary, Mr. A. S. Adams, and he proved himself equal to the occasion. There were no less than thirty-two dances on the programme, and by the time it had been carried out day had nearly conquered the night, but all covered their headlights and left for home, voting the fifth annual ball and supper of Charity Lodge one of the most enjoyable they had ever attended. A pleasant feature of the affair was the ovation which Dr. Wilson received, when, with a party of ladies and gentlemen, he entered the rink. He was at once surrounded, and decorated with a B. of L. F. badge, and stalwart men fairly carried him to the platform. He spoke for a few minutes only, complimenting the Lodge on the brilliant gathering, wishing them all a pleasant time. At the close he was cheered and cheered again, the applause being most hearty and spontaneous. The ball throughout was voted one of the grandest affairs and most enjoyable of the kind ever held in St. Thomas.

As we go to press, we are advised of the painful intelligence of the death of Mrs. McCaffrey, wife of Bro. J. J. McCaffrey, of No. 149, which occurred at New York City, on April 9th, after a brief illness. Mrs. McCaffrey will be remembered by all who attended the Minneapolis Convention, as a most pleasant and charming lady, who enlisted the friendship and esteem of all who had the good fortune to meet her. The death of this good woman will be profoundly regretted by all who knew her. The blow falls with untold severity upon the afflicted husband, who has the warm and sincere sympathy of an entire fraternity, in the great loss he has sustained.

MASTER MECHANIC WHITTSITE, of the Piedmont Railway, at Charlotte, N. C., contributed $25.00 toward the charter fee for the new Lodge recently organized there. The boys feel very grateful to Mr. Whittsite, and will not forget his broad-guage generosity.

Digitized by Google

Adjustment on the Erie.

For some time past there has been a movement on foot, on the part of our Lodges on the Erie system, to secure an increase of pay and adjust other irregularities that gave rise to dissatisfaction. The first meeting occurred at Salamanca, where the joint board of adjustment was organized. As the engineers also had grievances it was agreed, by mutual consent, to co-operate in all actions that might be taken to adjust the grievances of the respective organizations. A joint board, representing the engineers and firemen of the Erie and N. Y. P. & O. Railroads, was accordingly organized, and at once entered upon the discharge of its duties. The officials of the Erie system were called on and a friendly interview followed. The differences were discussed in a spirited, yet respectful manner, and it was not long before an amicable adjustment was effected. The schedule that was agreed upon was signed by the members representing the firemen, in behalf of the Brotherhood of Locomotive Firemen. Grand Master Sargent, who was called there during the operation, compliments the members who represented the firemen very highly, saying that they acquitted themselves in a most creditable manner. Under the new schedule, a very material increase in wages has been secured, each fireman receives a monthly pass over the entire system, and other benefits are conferred, which are decidedly agreeable to the knights of the scoop.

This is another instance in which the necessity of co-operation between engineers and firemen is forcibly illustrated. When united, they are in position to command anything within the bounds of reason and justice.

Firemen's Brotherhood.

Sunbury (Pa.) Daily.

An agreeable surprise at a regular meeting of Provident Lodge No. 220, B. of L. F., held Sunday, February 6th, was presented to them from the hands of their wives, mothers, sisters and other lady friends, a very handsome set of regalias, which was very highly appreciated by them. As it was their desire to fully surprise the boys that come home with sooty face and hands, they did most successfully accomplish it, for when the tripping noise was heard up the stairway, to their surprise, behold, it was their wives, mothers and sisters, accompanied by lady friends and Chas. May, desiring admittance to the Lodge room. After being admitted, Chas. May, in a very touching address, presented the gift heretofore stated to the Master, H. Buck, which was taken with a very full heart. Mr. Chas. May spoke very highly of the motto of the Order, which is "Protection, Charity, Sobriety and Industry," the meaning of which he explained very fully. In reply to this handsome gift, C. C. Bowen made a very flattering address to the ladies in behalf of the brothers, wishing them a long life filled with joy and prosperity. The Lodge then dismissed in its usual manner, with God's blessing upon them.

Subordinate Dues.

Each member is requested to examine his receipt for Subordinate Dues and see that it reads "*for the quarter ending July* 31." Members not holding such receipt, stand suspended from and after May 1, until they have paid up and have been reinstated by a vote of their Lodge.

Back Numbers.

A copy of the January number of the *Magazine* for 1877, (Vol. I. No. 2), is desired by the Grand Lodge. Any member having this number and desiring to dispose of it, will please notify the Editor of the *Magazine*.

Lodge Addresses.

Each Officer of Subordinate Lodges is requested to examine his address in the Lodge Directory, and to give us immediate notice if the same is not correct. Otherwise we shall not be responsible for the loss of any mail matter.

LETTERS OF THANKS.

CHICAGO, ILL., March 8, 1887.

To the Officers and Members of Chicago Lodge No. 95, Brotherhood of Locomotive Firemen:

DEAR SIRS: We desire to express our sincere thanks to you for your kindness to our dear son, John F. Donohue, during his illness, and to us all at his death, January 1st, and for the respect you showed him by burying him under the auspices of your Order. We also wish to express our appreciation for the beautiful floral tribute, feeling grateful for the same. We also acknowledge the receipt of a draft for $1,500.00, the amount due us on the policy held by our late son, coming to us through the hands of Edward Wallbaum, Receiver of Chicago Lodge No. 95. Hoping that prosperity may attend the Brotherhood, and that God will bless you and your families, we remain

Respectfully,
MR. AND MRS. JOHN DONOHUE.

HAMILTON, ONT., March 6, 1887.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS: I have received through the Receiver of Marvin Hughitt Lodge No. 132, a draft for the sum of $1,500.00, the full amount of the insurance on the policy held by my brother, Geo. W. Parmenter. Permit me to thank you for your kindness to my brother during his illness. Although he was absent from home, I feel thankful to the many friends in Eagle Grove and to the kind brothers that accompanied his remains to Canada; also to Maple Leaf Lodge No. 151, for paying their respects. May heaven's richest blessing rest upon you all is the sincere wish of MISS THERESA PARMENTER.

WASECA, Minn., March 21, 1887.

To the Members of Lodges No. 65, 85 and 170, B. of L. F.:

DEAR SIRS:—Accept our thanks for your kindly solicitude and your attention to our son, E. W. Snyder, at the time of his death. Especially do we thank those who were sent to care for the remains until they were conveyed to their last resting place. May God bless you as a Brotherhood and as individuals, watch over, care for and keep you in safety through dangers seen and unseen, and finally receive you unto Himself in that Brotherhood above where sickness enters not and death never comes, is the earnest prayer of

MR. AND MRS. A. W. SNYDER.

LUDLOW, KY., March 16, 1887.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I hereby desire to return my sincere thanks to the members of "Old Kentuck" Lodge No. 104, for their kindness to me in the time of need, for their beautiful floral tribute, and also for the prompt payment of $1,500, due me on the policy of my son. Wishing the Brotherhood God speed in their noble mission, I remain

Yours respectfully
MRS. M. L. TOOL.

DECATUR, ILL., February 24, 1887.

To the Officers and Members of J. M. Raymond Lodge No. 49, Brotherhood of Locomotive Firemen:

DEAR SIRS: Kindly permit me to offer my sincere thanks to you all for your great kindness shown at the time of my husband's death; also for draft for $1,500.00 in payment of policy held by my husband. Hoping that your Order may continue to prosper, I remain Yours very truly,

MRS. H. F. DAVIS.

BROOKLYN, N. Y., February 25, 1887.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish to return my sincere thanks for the payment of $1,500.00 by W. C. Latimer and W. M. Valentine, of Atlantic Lodge No. 291, upon the policy of my late son, Thomas Gurnell. I also desire to return my most sincere thanks to the members of Atlantic Lodge for their kind sympathy to me in my affliction. I am

Respectfully yours,
HELEN GURNELL.

Digitized by Google

RESOLUTIONS.

EAGLE GROVE, IOWA, February 28, 1887.

Died, at Tucson, Arizona, on February 28, 1887, Jacob A. Correll, of consumption. Age, 29 years. Born at Stanford, Ontario.

Jake Correll, the name by which we all knew him, came to Eagle Grove over five years ago. He entered the locomotive service, and was in turn fireman and engineer. He worked steadily, and up to two years ago his health was reasonably good. During the fierce storms of February and March, 1885, he contracted a severe cold while on duty, which settled on his lungs, and finally took the form of the consumption, which has worn his life away. It compelled him to stop work, and seek a cure, or a lengthening of life, in the west.

Last week George E. Correll received a telegram that Jake was much worse, and he immediately started for Tucson. From there he telegraphed last Saturday night that Jake was still alive. On Monday he wired the sufferer had died. Jake leaves no family of his own; but leaves three brothers and one sister to whom he was as dear as a brother could be. Everybody here knew Jake, and it would be superfluous for us to attempt to give expression to the general feeling of sorrow among his friends here. The Brotherhood of Locomotive Firemen at a meeting held Monday night drafted the resolutions which follow this article; and Lew Roberts, their representative, will attend the funeral at Clinton, Iowa, next Sunday. Mrs. G. E. Correll, Mrs. Conant and May Tierney, left here for Clinton Tuesday; Bessie will reach here this week, as also Jake's brothers from the north. George accompanies the remains from Tucson to Clinton. At a special meeting of Marvin Hughitt Lodge No. 132, of the Brotherhood of Locomotive Firemen, held at their Lodge room Monday evening, February 28, 1887 the following preambles and resolutions were unanimously adopted: That

WHEREAS, Although the awe of death being as yet deeply seated in our hearts for the first departure from our Lodge into the realms of eternity; we are, for the second time, grieved to learn that the Supreme Master has called from our midst another worthy member and much esteemed brother, J. A. Correll, who, on Sunday afternoon, February 27th, yielded to a lingering sickness with which he had vainly struggled for many weary months.

WHEREAS, It pained the members of our Lodge with whom our deceased Brother maintained the tenderest feelings of love and fraternal affection, therefore be it

Resolved, That while we bow submissively to the will of Him who tenderly cares for and comforts us at the terminus of our runs on earth, we do not forget the affliction of his relatives; and, while they mourn with disconsolation and sorrow, our hearts beat for them with sympathy sincere, and consolation unbounded.

Resolved, That, as a token of our sympathy, a copy of these resolutions under seal of our Lodge, be presented to the stricken relatives: that a copy be handed to our city papers for publication; and also, that they be spread upon the memorial records of our Lodge; and let it be further

Resolved, That our charter be draped for the thirty days next ensuing as a last sad tribute to our departed brother.

JNO. H. HOWELL,
N. H. MITCHELL,
L. HOLLANDER, } *Committee.*

CLINTON, IOWA, March 20, 1887.

It was with profound sorrow that we read a telegram from J. H. Howell, Master of our sister Lodge No. 132, announcing the death of J. A. Correll, who was a worthy member of that Lodge, and who died at Tucson, Arizona, February 25.

The remains arrived at Clinton at 9:15 A. M., Sunday, March 6, were met by a committee of three B. of L. F., and three I. O. O. F., to which order he also belonged, and conveyed to the house of his sister.

A special meeting was called by Clinton Lodge No. 34 to arrange to participate with the I. O. O. F. in his burial. At 1:30 P. M., the Lodge marched to the hall of the I. O. O. F., and joined ranks with them. Both orders marched to the Congregational church thence to Spring Dale Cemetery, where Bro. Correll was buried with the honors of both orders.

The following resolutions were adopted:

WHEREAS, In the death of Bro. Correll, this Order has lost a worthy and esteemed member, our sister Lodge, No. 132, a faithful and obedient servant, his family a loving son and brother, the community an upright and honorable citizen; be it, therefore

Resolved, That we extend to the bereaved family our sincere and heartfelt sympathy in this their hour of sorrow, and may the Grand Master above be with them and comfort them in this time of trial.

Resolved, That we extend to our sister Lodge, No. 132, our heartfelt sympathy, and mourn with them the loss of our noble brother.

Resolved, That we, as a just tribute to the memory of our departed brother, drape our charter in mourning for a space of thirty days.

C. R. SUTTON,
J. M. WRIGHT,
F. H. KINCH, } *Committee.*

ALBANY, N. Y., January 7, 1887.

At a regular meeting of Albany City Lodge No. 230, B. of L. F., the following resolutions expressive of sorrow occasioned by the death of Bro. Edward C. Tracy, were unanimously adopted:

WHEREAS, The members of this Lodge are called upon, for the first time, to drape their charter in mourning, it having been the will of Almighty God, to remove from our midst, our most worthy and beloved brother, E. C. Tracy, who died of Consumption, after a lingering illness, January 28, 1887, and

WHEREAS, Albany City Lodge has lost a good member, the Brotherhood an earnest supporter; and his relatives a young man of whom they might well feel proud, therefore be it

Resolved, That as a token of respect to our departed brother, our charter be draped in mourning for the space of thirty days, that these resolutions be entered in the minutes of this Lodge, and that they be published in the *Firemen's Magazine*.

JAS. J. GILL,
WILLIAM MCBAGLEY,
JNO. J. CONNORS, } *Committee.*

HAMILTON, ONT., February 6, 1887.

At a regular meeting of Maple Leaf Lodge No. 151, the following preamble and resolutions were unanimously adopted:

WHEREAS, We have to record the death of Bro. Robert Griffiths, which occurred January 10th, 1887, therefore

Resolved, That by the death of Bro. Griffiths, this Lodge has lost a valued member, and we, as individuals, a faithful friend.

Resolved, That as a just tribute to the memory of our departed brother, we drape our charter in mourning for thirty days, that a copy of these resolutions be entered on the minutes of this meeting, and sent to the *Magazine* for publication.

H. R. HALL,
J. MCCABE,
JAMES D. MILLS, } *Committee.*

NEW HAVEN, CONN., March 7, 1887.

At a regular meeting of Elm City Lodge No. 284, held March 5th, the following resolutions were adopted:

WHEREAS, At the departure of Mr. Wm. H. Stevenson from the N. Y., N. H. & H. R. R, to new fields of enterprise, we, the members of Elm City Lodge No. 284, B. of L. F., feel that we lose a man from whose hands we have received many favors, and in whom the principles of right and justice were well defined; therefore

Resolved, That the congratulations of Elm City Lodge No. 284, B. of L. F., be extended to Mr. Wm. H. Stevenson on his promotion, and that the hope is hereby expressed that still higher distinctions may yet be his in his onward march.

Resolved, That a copy of these resolutions be given to Mr. Wm. H. Stevenson, and that a copy of the same be sent to the *Locomotive Firemen's Magazine* for publication.

EUGENE S. ALLING,
Secretary.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MAY, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., May 1, 1887.

Assessment Notice for May.

ASSESSMENT NO. 6.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 42. Luther Doan, of New Year Lodge No. 135, died of Tubercular Laryngitis, February 13th, 1887.

CLAIM No. 43. Wm. Nash, of Anchor Lodge No. 54, died of Congestion of the Lungs, February 25th, 1887.

CLAIM No. 44. A. Switzer, of Marvin Hughitt Lodge No. 132, died of Consumption, March 3d, 1887.

CLAIM No. 45. F. Kahn, of S. S. Merrill Lodge No. 188, suffered the Amputation of a Leg, March 9th, 1887.

CLAIM No. 46. Will N. Ross, of Evening Star Lodge No. 112, died of Pneumonia, March 20th, 1887.

CLAIM No. 47. E. M. Patton, of Taylor Lodge No. 175, was declared totally disabled from Loss of Eyesight and Partial Paralysis, March 25th, 1887.

CLAIM No. 48. W. H. Kern, of Burnside Lodge No. 282, was killed by railroad accident, March 27th, 1887.

CLAIM No. 49. Wm. E. Wells, of Fortune Lodge No. 120, was declared totally disabled with Organic Heart Disease, April 5th, 1887.

An Assessment of ONE DOLLAR is levied upon Claim No. 49, and all members who were admitted on or before April 5th, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before May 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., May 1, 1887.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is hereby called to the following Special Notices, viz:

GENERAL CIRCULARS.

General Circulars No. 6 and 7 have been forwarded to all Lodges.

CHARTERS RECLAIMED.

The Charters of the following Lodges were reclaimed by the Grand Lodge, March 2, 1887, on account of non-payment, viz:

Derrick No. 217, Oil City, Pa.

Monumental No. 292, Baltimore Md.

No traveling card, withdrawal card or other document issued by said Lodges, after the date above given will be recognized.

Yours fraternally,
EUGENE V. DEBS, G. S. and T. F. P. SARGENT, G. M.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., April 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending March 31, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 2.	Assessm't No. 3.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 2.	Assessm't No. 3.	TOTAL.
1	. .	. .	$63	$63 00	72	$26	. .	$111	$137 00
2	$16	. .	27	43 00	73	. .	. .	63	63 00
3	97	$191	213	501 00	74	10	. .	21	31 00
4	17	. .	86	103 00	75	110	. .	145	255 00
5	. .	. .	82	82 00	76	34	$45	. .	79 00
6	13	. .	53	66 00	77	85	. .	88	173 00
7	2	. .	29	31 00	78	11	59	62	132 00
8	10	. .	39	49 00	79	17	38	45	100 00
9	130	83	83	296 00	80	. .	93	. .	93 00
10	47	. .	65	112 00	81	39	59	57	155 00
11	7	. .	117	124 00	82	3	. .	87	90 00
12	109	. .	210	319 00	83	13	. .	57	70 00
13	10	. .	97	107 00	84	8	73	74	155 00
14	94	122	137	353 00	85	44	38	39	121 00
15	. .	55	53	108 00	86	23	61	63	147 00
16	8	133	133	274 00	87	. .	26	. .	26 00
17	. .	. .	. .	. .	88	9	. .	39	48 00
18	4	. .	56	60 00	89	. .	. .	. .	. .
19	2	. .	33	35 00	90	2	12	. .	14 00
20	7	. .	33	40 00	91	20	. .	39	59 00
21	12	. .	33	45 00	92	12	15	17	44 00
22	2	. .	22	24 00	93	3	. .	69	72 00
23	32	. .	33	65 00	94	. .	53	53	106 00
24	4	. .	45	49 00	95	2	. .	70	72 00
25	. .	. .	59	59 00	96	21	34	37	92 00
26	8	. .	58	66 00	97	23	49	51	123 00
27	. .	. .	. .	. .	98	21	25	. .	46 00
28	2	. .	71	73 00	99	31	79	76	186 00
29	11	. .	32	43 00	100	10	25	18	53 00
30	23	22	20	65 00	101	65	140	143	348 00
31	97	. .	49	146 00	102	5	. .	40	45 00
32	4	. .	28	32 00	103	13	. .	113	126 00
33	1	. .	52	53 00	104	13	. .	24	37 00
34	. .	. .	59	59 00	105	7	. .	98	105 00
35	4	25	24	53 00	106	4	. .	28	32 50
36	4	. .	61	65 00	107	22	. .	78	100 00
37	1	52	49	102 00	108	3	. .	23	26 00
38	. .	. .	65	65 00	109	12	72	66	150 00
39	34	. .	41	75 00	110	. .	. .	27	27 00
40	13	85	83	181 00	111	6	. .	45	51 00
41	7	22	. .	29 00	112	16	. .	39	55 00
42	. .	. .	35	35 00	113	32	27	22	81 00
43	22	78	. .	100 00	114	. .	20	. .	20 00
44	109	65	62	236 00	115	18	30	28	76 00
45	28	75	41	144 00	116	10	. .	39	49 00
46	60	. .	45	105 00	117	. .	. .	51	51 00
47	1	. .	100	101 00	118	1	. .	26	27 00
48	6	. .	69	75 00	119	9	. .	25	34 00
49	4	. .	42	46 00	120	4	. .	67	71 00
50	146	. .	92	238 00	121	6	. .	56	62 00
51	40	. .	40	80 00	122	10	. .	45	55 00
52	15	. .	97	112 00	123	161	. .	79	240 00
53	9	27	27	63 00	124	27	30	. .	57 00
54	12	. .	78	90 00	125	40	42	40	122 00
55	28	28	29	82 00	126	8	22	24	54 00
56	49	17	19	85 00	127	29	79	74	182 00
57	153	. .	222	375 00	128	. .	. .	25	25 00
58	19	8	13	40 00	129	2	. .	60	62 00
59	7	68	64	139 00	130	. .	. .	79	79 00
60	36	62	77	175 00	131	48	. .	17	65 00
61	84	82	59	225 00	132	3	. .	29	32 00
62	10	. .	58	68 00	133	3	. .	30	33 00
63	. .	. .	. .	. .	134	. .	. .	24	24 00
64	8	. .	23	31 00	135	19	46	49	114 00
65	. .	. .	57	57 00	136	6	. .	19	25 00
66	18	. .	50	68 00	137	. .	. .	27	27 00
67	6	. .	106	112 00	138	. .	. .	35	35 00
68	147	. .	67	214 00	139	7	25	26	58 00
69	6	. .	43	49 00	140	30	. .	43	73 00
70	4	. .	28	32 00	141	. .	. .	111	111 00
71	4	. .	58	62 00	142	111	51	65	227 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 2.	Assessm't No. 3.	TOTAL.
143	$14	$14	$14	$42 00
144	29	33	34	96 00
145	2	27		29 00
146	56	29	34	119 00
147	36	29	30	95 00
148	8		27	35 00
149	75	163	183	421 00
150	23		42	65 00
151			52	52 00
152	6	16	15	37 00
153	31		38	69 00
154			55	55 00
155		15		15 00
156	20	41	39	100 00
157	26	28	11	65 00
158	13		51	64 00
159	48	25	31	104 00
160	4		41	45 00
161	23	38	35	96 00
162	16		77	93 00
163	35	17	26	78 00
164	1		41	42 00
165	4		34	38 00
166	20	25		45 00
167			37	37 00
168			37	37 00
169	29	93	93	215 00
170		31		31 00
171	8		17	25 00
172		39		39 00
173	21		27	48 00
174	23		94	117 00
175	14		38	52 00
176			16	16 00
177	29	41	44	114 00
178	10		50	60 00
179	23	51	52	126 00
180	5	10	11	26 00
181	6		20	26 00
182	2		28	30 00
183	39		27	66 00
184				
185	12	14	16	42 00
186	16	63	69	148 00
187		13	13	26 00
188			60	60 00
189	10		29	39 00
190	26		26	52 00
191				
192	6		17	23 00
193	3		13	16 00
194	2	38	37	77 00
195	6		43	49 00
196	19		8	27 00
197			36	36 00
198	3	19	19	41 00
199			26	26 00
200	29	12	15	56 00
201			30	30 00
202	9		49	58 00
203	16		32	48 00
204	4		11	15 00
205	22		58	80 00
206				
207	18	63	60	141 00
208	11		28	39 00
209	18	15	15	48 00
210			32	32 00
211	8		57	65 00
212	7		25	32 00
213				
214	21	29		50 00
215			45	45 00
216	108	43	70	221 00
217				
218				
219	10		46	56 00
220			47	47 00
221			36	36 00
222		$5	$31	$25	$61 00
223		25	13	16	52 00
224		14		23	37 00
225		11	12	22	55 00
226				30	30 00
227		11		22	33 00
228				84	84 00
229			31	33	64 00
230				63	63 00
231		53		50	103 00
232				27	27 00
233		90	5	11	106 00
234		16	24	23	63 00
235				34	34 00
236		18		15	33 00
237		51		46	97 00
238				19	19 00
239		16		19	35 00
240		16		73	89 00
241				21	21 00
242		11	48	48	107 00
243				19	19 00
244				69	69 00
245				22	22 00
246			12		22 00
247		23	17	21	61 00
248		26		24	50 00
249		2		19	21 00
250					
251				32	32 00
252				83	83 00
253		3		29	32 00
254		16	31	26	73 00
255		13	23		36 00
256		1		30	31 00
257		8		23	31 00
258				22	22 00
259		23	17	17	57 00
260		3		21	24 00
261				27	27 00
262		6	21	22	49 00
263		18	29	12	60 00
264		1		39	40 00
265				50	50 00
266		5	37	37	79 00
267		11		28	39 00
268		18	19	20	57 00
269		31	35	34	100 00
270		28	48	56	132 00
271			26	26	52 00
272				27	27 00
273				12	12 00
274		19	*14	16	49 00
275		4		22	26 00
276		11	37		48 00
277		1		6	7 00
278				6	6 00
279					
280				35	35 00
281		20		9	29 00
282		6		24	30 00
283		8		32	40 00
284		136		69	205 00
285		13		28	41 00
286		33		76	109 00
287			70	71	141 00
288		1		15	16 00
289		1	12	12	25 00
290		61	27	37	125 00
291			46	45	91 00
292					
293		18		45	63 00
294		16	8	16	40 00
295				20	20 00
296				16	16 00
297		22		13	35 00
298		20	13	15	48 00
299		11	30	29	70 00
300				42	42 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 2.	Assessm't No. 3.	TOTAL.
301	$4	$22		$26 00
302	16		$23	39 00
303	4		10	14 00
304	4		19	23 00
305			19	19 00
306	1		22	23 00
307	21	39	50	110 00
308	11	18		29 00
309	1		24	25 00
310			21	21 00
311			20	20 00
312			21	21 00
313	8	35	32	75 00
314	11	6	7	24 00
315			30	30 00
316	6		31	37 00
317			44	44 00
318	6	11	12	29 00
319	31		32	63 00
320				
321	4	15	15	34 00
322	6		23	29 00
323		34	32	66 00
324				
325			16	16 00
326			24	24 00
327	$46	$12	$12	$70 00
328			22	22 00
329			16	16 00
330	11	16	20	47 00
331			20	20 00
332	25	15	10	50 00
333	2		58	60 00
334	12	12	12	36 00
335	8	18	19	45 00
336			8	8 00
337			23	23 00
338			15	15 00
339	8	7	13	28 00
340	7	6	8	21 00
341			6	6 00
342				
343				
344				
345				
346				
347				
348				
349				
350				
351				

Balance on hand March 1st	$11,334 00
Received during month	23,415 00
Total	$34,749 00
By Claims 30, 31, 32*, 33, 34, 35, 36, 37, 38, 39, 40 and 41	$17,500 00
Balance on hand April 1st	$17,249 00

*No. 32, being the claim of the late J. Gustafon, of Beacon Lodge No. 111, was for $1,000.00 only, $500.00 having been advanced on his policy by the Thirteenth Annual Convention.

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN . . . . . Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.

C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.

L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ill.

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.

W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.

J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa

F. X. HOLL . 1301 Second St., S., Minneapolis, Minn.

W H. MCDONNELL . 210 E. Market St., Scranton, Pa.

Digitized by Google

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets every Sunday at 2 P. M.
G. E. Carmer . . . . . Master
J. E. Cook, Box 215 . . . . . Secretary
R. Whited . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I. . Collector
J. W. Williams, 27 Jefferson St . . . . . Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
R. H. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Master
R. H. Roden, 72 Erie St . . . . . Secretary
. . . . . Collector
. . . . . Receiver
John Gademan, 7 Nelson ave . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets 1st and 3d Sunday at 53 Temple St., Second floor, B. of L. E. Hall.
G. L. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 37 Winter st . . . . . Secretary
W. H. Jordon, 93 India St . . . . . Collector
F. A. Huff, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.
Meets every Tuesday at 8 P. M. in Arcadia Block.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 1313 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
T. L. Hoyt, Box 784 . . . . . Receiver
A. N. Darragh, Box 598 . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy . . . . . Master
F. J. Parker . . . . . Secretary
R. H. Lanham . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
William C. Jasper, 489 Missouri Ave. N. W . . . . . Secretary
Charles W. Fenton, 215 10th St., S. W . Collector
Edward B. Hunt, 84 Maryland Ave., Baltimore, Md . . . . . Reciever
James E. Johnson 627 Virginia Ave., S. W . . . . . Magazine Agent

8. RED RIVER; Denison City, Texas.
Meets in King's Hall, Woodard St., 1st and 3d Saturdays at 2 P. M., and 2d and 4th Saturdays at 8 P. M.
Oliver Cox . . . . . Master
C. E. Royce, Box 29 . . . . . Secretary
C. E. Royce, Box 29 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.
Meets 1st Monday and 3d Tuesday evening of each month.
James Kennedy, 246½ N. High St . . . Master
C. C. Coit, 204 Baird St . . . . . Secretary
J. D. Coffey, 129 N. 20th St. . . . . Collector
F. J. Kistler, 212, 214 South High St . . Receiver
F. F. Ellis, 108 W. Maple St . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.
Meet alternate Sundays at 2:30 P. M.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. Cleveland . . . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
T. F. Ayers . . . . . Master
C. W. Vannatta, L. Box 96 . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Piatt, Shimers, Warren Co. N. J. . . . . Magazine Agent

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. F. Hayes, 368 Seneca St . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
S. J. Aske, 386 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meet 3d Sunday at 10:30 A. M. in Masonic Hall. Cor. Maple St., and Pacific Ave.
W. W. Snyder, Somerville, N. J . . . . . Master
Mellick Shick, 141 Pacific Ave . . . . Secretary
Peter C. Quick . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . . Receiver
Wm. Lewis, 162 Whiton St . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . Collector
Wm. Hugo, 79 N. Noble St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 26 Congregation St., Magazine Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 617 N. 5th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
George Johnson, Lock Box 73 . . . . Master
Frank P. Anders, Box 73 . . . . . Secretary
Frank P. Anders, Box 73 . . . . . Collector
W. Flanders, Box 73 . . . . . Receiver
John Keppert, Box 73 . . . . . Magazine Agent

18. WEST END; Slater, Mo.
Meets 1st and 3d Saturdays at 7:30 P. M.
Wm. H. Swan . . . . . Master
C. S. Frazier . . . . . Secretary
E. A. Jones . . . . . Collector
Geo. W. Michel . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P M.
H. M. Johnson, ... Master
W. B. Taney . . . . . Secretary
J. W. Hinman . . . . . Collector
Alexander Arthur Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meetsevery Monday at 7:15 P. M.
G. Morse, Box 400 . . . . . Master
G. C. Wells, Box 117 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
Wm. Von Harten, 412 . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

Digitized by Google

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., 1601 Broadway, cor. Carroll St.
A. Williams, 1420 Papin St . . . . . Master
H. Blocker, 1822 Menard St . . . . . Secretatry
P. C. Snyder, 712 So. 18th St . . . . Collector
W. A. Murphy, 1500 Poplar St . . . . . Receiver
Eli Giclas, 932 Hickory St . . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 . . . . . Master
L. L. Johnson, L. Box 111 . . . . . Secretary
C. W. Patterson . . . . . Collector
L. Sullivan, Box 367 . . . . . Receiver
. . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
T. H. Williams, Box 37 . . . . . Secretary
J. S. Ott . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
I. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
A. P. Fraker . . . . . Master
L. D. Harrington, Box 338 . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
James Ferrill, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith, ... Master
P. J. Ashton . . . . . Secretary
James Rogers . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 . . . . . Master
F. A. Snyder . . . . . Secretary
J. Watson, Box 1876 . . . . . Collector
A. Brown, Box 1057 . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M.
W. C. Byers, 332 G Ave. W . . . . . Master
J. F. Collins, 134 So. 4th St . . . . . Secretary
W. H. Coffey, 436 Ave A west . . . . Collector
C. B. Everette, B. C. R. & N. Round House
Reciever
. . . . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
S. J. Crockett, Box 212 . . . . . Master
H. B. Maxwell . . . . . Secretary
W. A. Thompson . . . . . Collector
C. W. Baskins . . . . . Receiver
W. H. Coleman, Box 525 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month.
P. A. Loveland, Box 638 . . . . . Master
J. H. Fulton, Box 706 . . . . . Secretary
A. A. Tucker, Box 125 . . . . . Collector
C. O. Burkhart, Box 147 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller, care J. C. R. R. shops . . . . Master
E. T. Gregory, 514 Saxon St . . . . . Secretary
E. T. Grogory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
T. E. Jordan, East Atchison, Mo . . . . . Master
C. H. Salisbury, 103 N. Liberty St . . . Secretary
H. S. Clark, 1324 Commercial St . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial St.
Magazine Agent

32. BORDER; Ellis, Kansas.
Meets every Tuesday evening at 7:30 in I. O. O. F. Hall.
J. H. Houston, L. Box 2 . . . . . Master
J. S. Buehre, Box 24 . . . . . Secretary
Ira Houston, Box 6 . . . . . Collector
G. M. McClure, Box 205 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder . . . . . Master
Richard A. Sugg . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 P. M. in Engineer's Hall, Fourth St.
R. Primrose, 323 Ninth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 410 Eighth, L. Box 184 . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
Albert Walker, Box 585 . . . . . Collector
J. J. Orchard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meets every Sunday at 2 P. M. cor. 4th and Ferry streets.
C. Ernst, 182 Union St . . . . . Master
W. J. Weply, L. & E. W. Shops . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . . Collector
F. Kerty, 20 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays of every month, at 2 o'clock P. M.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
Meets 1st Monday after 2d Sunday at 7:30 P. M. and 4th Sunday at 2 P. M.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., every Tuesday, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
John Larkin, 603 N. Allin St . . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Sunday at 7:30 P. M.
O. Dosskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
J. Parish, Clymer St . . . . . Secretary
Chas. H. Trainor, Clymer St . . . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave
Magazine Agent

Digitized by Google

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 10th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, K. C. St. Joe and C. B. R. House . . . . . Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jacklesch Hall on Missouri and Main sts.
J.T. Sullivan, Box 417 . . . . . Master
T. J. Hayes, Box 375 . . . . . Secretary
John U. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets every Monday night in Quapaw Hall, cor. West Markhaw and Chester sts.
W. N. Horton, 1704 W. 3d St . . . . . Master
Edward Chamberlain, Box 174 Argenta Ark . . . . . Secretary
Thos. A. Howell, 1704 W. 3d St . . . . . Collector
Joshua Pursuer, 1709 West Second st . . Receiver
W. N. Horton, 1704 W. Third st . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engine Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . Master
A. D. Hensley, 911 E. Reservoir st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
Wm. Maisenbacher, 1228 Capitol avenue Magazine Agent

47. TRIUMPHANT; Chicago, Ill.
Meets at 210 LaSalle st., the 1st Sunday at 2:30 P. M. and 3d Saturday at 7:30 P. M.
Thos. S. Deegan, 287 E 22d St . . . . . Master
Louis Zunkel, 109 Johnson St . . . . . Secretary
Harry Schilling, 3247 Dearborn st . . . Collector
E. J. McGuirk, 3 E Washington st . . . Receiver
S. S. Edgerle, 4140 Cottage ave . Magazine Agent

48. W. F. HYNES; Peoria, Ill.
Meets 1st and 3d Sunday afternoons at 2 P. M. in G. A. R. Hall.
Walker Baugh, 725 Lincoln ave . . . . . Master
W. A. McMillan, 407 Elm st . . . . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets every Sunday afternoon at 3 P. M.
C. E. Walker, 1421 E. Eldorada St . . . . . Master
E. Higgins, 1261 E. Eldorado St . . . . Secretary
Wm. H. Slater, 637 E. North st . . . . . Collector
L. Miesse, 652 E. Eldorado St . . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Sundays at 2:00 P. M., in Brown's Hall, Cor. 47th and State Sts.
H. W. Rouscup, P. F. C. round house, 55th st . . . . . Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 4142 Wentworth Ave . . Receiver
R. B. Bailey, 5028 State St . . Magazine Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
J. A. Hart . . . . . Master
Michael Gaffney . . . . . Secretary
George Salesman . . . . . Collector
G. E. Dilliard, Box 264 . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets alternate Sundays at 2 P. M., alternate Mondays at 7:30 P. M. Cor. Spear and 12th Sts.
Al. Swadner, L. Box 626 . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
John T. Hendricks, L. Box 626 . . . . . Collector
E. H. Laing, L. Box 626 . . . . . Receiver
F. M. Wilt, L. Box 626 . . . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh . . . . . Master
A. E. Pearce, L. box 840 . . . . . Secretary
Lewis Yengst . . . . . Collector
Jno. Gallagher, Box 1172 . . . . . Receiver
Chas. F. Thompson . . . . . Magazine Agent

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Suppies Bros. Hall.
W. P. Carlisle, Box 802 . . . . . Master
S. A. Briggs, L. Box 234 . . . . . Secretary
James Scully . . . . . Collector
R. A. Blades . . . . . Receiver
J. H. Hannah . . . . . Magazine Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. Sellers, L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, L. & N. Shops . . . . . Collector
Laurence Fox, L. & N. Shops . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
J. J. Smith . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
W. E. Baldwin, L. Box 400 . . . . . Receiver
D. L. Collier . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 168 Front St., Worcester, Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
B. H. Estabrook . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
H. E. Magner . . . . . Master
M. N. Lines . . . . . Secretary
G. Gleyne, Box 533 . . . . . Collector
C. S. Walker . . . . . Receiver
R. S. McAlpin . . . . . Magazine Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Frank L. McGill, 2132 Thouran St . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
B. Pettit, 1836 Marshall st . . . . . Receiver
B. F. Pettit, 1836 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Lordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . . Collector
A. E. Carle, 771 Buffalo st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets 2d and 4th Sundays in Odd Fellows' Hall, Cor. Church and Rafferty Sts., at 2:30 P. M.
David Wilson . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . Magazine Agent

Digitized by Google

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. B own, Vandercook, Vermillion Co., Ill . . . . . Master
Stuart Smith, Box 772 . . . . . Secretary
C. E. Partlow, Box 927 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
B. Manion . . . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
W. D. Grimes . . . . . Collector
Jas. Debar, Box 354 . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets on the 2d and 4th Sundays of each month at 2:30 P. M.
John Louge, Box 10 . . . . . Master
P. J. Rooney . . . . . Secretary
W. J. Logue . . . . . Collector
J. Logue . . . . . Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in Occident Hall 1st and 3d Sundays in each month at 2:30 P. M.
J. W. Lamb, 10 Maud St . . . . . Master
S. Vaughan, 73 Huron St. . . . . Secretary
J. Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 73 Huron St . . . . . Receiver
Geo. Crowhurst, 427 Adelaide St. W. . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Grant Fredericks . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . . Secretary . . . . . Collector
J. B. Hurley, Box 141, Altoona, Wis . . Receiver . . . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
W. H. Parsley . . . . . Master
John M. Phillips . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
J. J. Beehler . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, Box 411 . . . . . Master
J. H. Stout, Box 411 . . . . . Secretary
G. A. Miller, Box 411 . . . . . Collector
Chas. Seeber, Box 411 . . . . . Receiver
E. Vallimant . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meet 2d and 4th Sundays of each month.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary
R. W. Mills . . . . . Collector
P. Stillwell . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each mont at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Henry Harris, 446 Henry St . . . . . Secretary
Garret M. Western, 565 Bridge St . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St. . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays.
J. Crawford, 9 Salem St . . . . . Master
C. W. Cudworth, 43 Cutter St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
G. F. Newton, 6 Riley St . . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St . . . . . Master
Wm. Piercey, 1354 Liberty St . . . . . Secretary
L. F. Stephens, 1624 Dripp St . . . . . Collector
Wm. Piercey, 1354 Liberty St . . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
J. F. Mohn, P. R. R. round house, Harrisburg, Pa . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3621 Aspen St . . . . . Collector
Howard Williams, 4210 Westminster Ave. . . . . Receiver
W. H. Guthrie, 676 N. 34th St . . Magazine Agent

76. NEW ERA; Barnesville, Minn.
Meets 2d and 4th Sundays at 2 P. M.
J. Myler . . . . . Master
G. L. Lovelace . . . . . Secretary . . . . . Collector
J. C. Nolan, L. Box 235, Breckenridge, Minn . . . . . Receiver . . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2745 Arapahoe St . . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2345 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meets every Saturday at 7:30 P. M., over Hart's grocery store, E. 3d St., E. Sedalia.
M. Maroney, 510 E. Saline St . . . . . Master
T. E. Myers, 1022 E 4th St. . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. V. Wiley, 255 E. Saline St . . . . Receiver
John Holland, 906 E. 4th St . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays of each month, at 2 o'clock P. M.
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 321 . . . . . Secretary
John Hyndman . . . . . Collector
J. M. Truitt . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over Nos. 8 and 10 Broadway, every 2d Sunday.
W. B. Ritter, 110 Main St . . . . . Master
D. C. Wood. 58 N. Anderson St . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
G. Goding, 428 Benton St . . . . . Receiver
Geo. Slate, 253 Benton St . . . . Magazine Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays of each month at 2 P. M., in I. O. O. F. hall, 6th st So.
W. J. Bain, Box 1856 . . . . . Master
Geo. Watts . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
W. J. Bain, Box 1856 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
F. X. Holl, 1301 2d St. So . . . . . Master
W. E. Richmond, 820 N. Girard Ave . . Secretary
O. R. Craig, 1112 Western Ave . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave., ... Magazine Agent

Digitized by Google

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 P. M.
J. G. Nash, L. Box 406 . . . . . Master
M. E. Finegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
R. S. Craig, L. Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
Geo. Kelley, 254 Marshall St . . . . . Master
D. Coughlin, 56 E. Hall St . . . . . Secretary
Thos. P. Costello, 85 E. Hall St . . . . . Collector
Thos. Taylor, 38 Irving St . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
J. H. McCallum, L. Box 662 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
A. Bassett, L. Box 1796 . . . . . Receiver
J. T. Wantland, L. Box 1653 . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 . . . . . Master
Henry Bodine . . . . . Secretary
Jake Thennis . . . . . Collector
Joseph Bowman . . . . . Receiver
Jake Thennis . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday ev'ngs in Engr's hall, at 8 P. M.
J. R. Linebarger . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
B. F. Rondebush . . . . . Collector
Frederick Youngham . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego . . . . . Master
J. M. Dodge, Box 317, San Diego . . . . Secretary
. . . . . Collector
M. L. Cole . . . . . Receiver
. . . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 7 P. M. and 3d Tuesday at 7 P. M., Cor. Valentine and 16th Sts.
John Hewitt, 1843 Howard St . . . . . Master
Jas. Melody, 15th and Cotrero Ave . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
Wm. G. Bradshaw, 2951 16th St . . . . . Receiver
Thos. D. Manhire, 2738 16th St., Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays in each month, at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
Fred. Scherer, 1227 Fulton St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Rceeiver
John Morgan, 1218 Reid St . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
O. L. Brown, Lock Box 218 . . . . . Master
A. W. McQueen, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
Wm. Patterson, L. Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of every month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 390 Larrabee St . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and 1st Wednesday evening after 2d Sunday.
Joseph Quinn, Box 239 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
C. L. Booth, Box 695 . . . . . Receiver
Isaac Cable, Box 695 . . . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. B. Moser, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
C. E. Hammond, Box 72 . . . . . Collector
Geo. C. Morton, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 28 First Ave . . . . . Master
August Luttringer, 201 West Ave . . . Secretary
Clarence Desacia, 32 Woodbury St . . . Collector
Geo. Kingsley, 22 Upton Park . . . . . Receiver
Clarence Desacia, 32 Woodbury St . .
Magazine Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
W. Alsup . . . . . Collector
R. E. Hockersmith . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
Thomas H. Miller . . . . . Master
A. C. McDuffie, Box 523 . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
C. C. Sutherland . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
H. S. Hammer . . . . . Master
B. F. Broskie, Graffe House, Des Moines
Secretary
John Loveless, 603 Sycamore St., Des Moines . . . . . Collector
F. S. Payne, 524 S. E. 7th St . . . . . Receiver
C. M. Krull . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Harry Blume, 1000 Tenth St . . . . . Master
J. J. Lawson, 1329 W. Madison St . . . Secretary
Jas. O'Mally, 978 Magazine St . . . . Collector
J. J. Lawson, 1329 W. Madison St . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

Digitized by Google

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays of each month at 7:30 P. M. in I. O. O. F. Hall.
J. E. Doran, Box 76 . . . . . Master
H. G. Chrisinger, Box 76 . . . . . Secretary
J. A. Frazier . . . . . Collector
M. J. Connelly, Box 3 . . . . . Receiver
P. Murphy . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays of each month at 7:30 P. M., in B. of L. E Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 130 E. Main St . . Secretary
John Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
U. G. Westfall, 423 S. Academy St., Magazine Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays of each month over Master Mechanic's Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McRay, 181 High St . . . . . Collector
John P. Sandry, 162 High St . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets every Thursday evening in B. of L. E. Hall, West Main St.
J. T. Mitchell, Box 383 . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
J. T. Mitchell, Box 383 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
Ed. W. Armor, Box 701 . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt, Box 17 . . . . . Master
William Gordon, Box 20 . . . . . Secretary
G. W. Laport . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. W. Stein . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amois, 2346 Mullamphy St . . . . . Master
W. M. White, 914 Chouteau Ave . . . . Secretary
Wm. McGill, 202 South 12th St . . . . . Collector
J. L. Pate, 3117 Rutger St . . . . . Receiver
J. L. Pate, 3117 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary
. . . . . Collector
E. Stauffer . . . . . Receiver
. . . . . Magazine Agent

111. BEACON; Matoon, Ill.
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in each mouth in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Eagle Rock, Idaho.
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
W. J. Ingling, Box 41 . . . . . Master
O. R. Goodale, Box 41 . . . . . Secretary
. . . . . Collector
T. Moore, Box 41 . . . . . Receiver
. . . . . Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 . . . . . Master
J. B. Lilly . . . . . Secretary
. . . . . Collector
W. S. McGuire, Box 408 . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in each month.
H. L. Briggs, 564 E. Church St . . . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . . Secretary
Jas. Tarpey, N. E. Cor. 33d and M-and-a-half Sts . . . . . Collector
Wm. Powell. Cor. 39th and Broadway . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays of each month in Engineer's Hall, at 2:30 P. M.
M. D. Anderson . . . . . Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
J. L. Gray . . . . . Collector
E. G. Hubbard . . . . . Receiver
W. Brown . . . . . Magazine Agent

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 146 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets every Wednesday evening at 7:30. in Firemen's Rooms, opposite Skating Rink.
S. G. House . . . . . Master
G. A. Pearson, ... Secretary
J. B. Lane . . . . . Collector
J. Damant . . . . . Receiver
W. H. Perkins . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
G. Findlay, Hadlow Cove, S. Quebec . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
L. D. Poulin, I. C. Ry. Station . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
W. B. Church, 4 Grace St . . . . . Secretary
J. H. Shannon, 101 Southwest St . . . . Collector
L. G. Rousson, 58 Gertrude St . . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
J. L. Krebs . . . . . Master
Frank E. Haumer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
Harry L. Heinz, ... Collector
Jerry W. Flickwir, Box 71 . . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
L. H. Winslow, 315 N. 14th St . . . . . Master
Elmer E. Fair, 908 South 12th St . . . . Secretary
William Cummings, 1306 South 12th St, Collector
T. B. Kinney, 1350 N. 17 St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

Digitized by Google

124. PILOT; Perry, Iowa.
Meets every Monday night at Odd Fellows' Hall.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
H. A. Draper . . . . . Collector
H. A. Draper . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
C. McArthur, Box 184 . . . . . Master
F. G. Stewart, Box 1712 . . . . . Secretary
H. C. Boggie, 604 East Linn St . . . . . Collector
W. Lisson, Box 184 . . . . . Receiver
J. V. Long, 307 South 1st St . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month.
P. F. McNamera . . . . . Master
August Olson . . . . . Secretary
C. O. Cornforth . . . . . Collector
August Olson . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 10 Laura St . . . . . Master
Joseph Barnes, 212 Ross St . . . . . Secretary
A. H. Burnham, C. P. R. Shops . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets 1st and 3d Sundays of each month.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meet 2d and 4th Sundays in each month, at 2 P. M.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 601 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee . . . . . Master
Peter Fox, 212 Detroit St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St . . . . . Collector
Thomas Dwyer, 304 VanBuren St . . . . Receiver
Frank E. Search, 436 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d 4th Sundays at 2:30 P. M. in Redfield's Hall.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
F. Zimmer . . . . . Collector
W. S. Collins . . . . . Receiver
G. W. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets 1st and 3d Sundays at 2:30 P . M. and as Wednesday at 7:30 P. M.
J. H. Howell, ... Master
M. T. Murphy, Box 100 . . . . . Secretary
N. H. Mitchell, Box 243 . . . . . Collector
W. J. Coleman, Box 7 . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
James Bruce, Box 10 . . . . . Master
W. H. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
H. Trewick . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets every Sunday.
H. E. Rodgers . . . . . Master
H. E. Cowan . . . . . Secretary
H. E. Rogers . . . . . Collector
E. W. Gibson . . . . . Receiver
L. Lapine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets 1st and 3d Tuesday at 7 P. M.
C. McArthur, L. Box 184 . . . . . Master
Wm. Hart, Box 184 . . . . . Secretary
H. H. Hauser, Box 184 . . . . . Collector
W. Lisson, Box 184 . . . . . Receiver
F. Fitch, Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
L. A. Pratt, Box 166 . . . . . Master
G. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 79 . . . . . Collector
L. McIntosh, Box 166 . . . . . Receiver
J. Jefferies, Midland P O., Ont., Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
John Grihin, Box 1597 . . . . . Collector
W. G. Powell . . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets every Sunday at 2 P. M.
H. E. Treadwell, Box 194 . . . . . Master
F. A. McBride, Box 194 . . . . . Secretary
L. J. Whyers, Box 194 . . . . . Collector
G. W. Carter, Box 194 . . . . . Receiver
F. H. Whyers, Box 194 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary
P. H. Ryan, L. Box 599 . . . . . Collector
C. C. Warman, L. Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets at 62 and 64 Calhoun St.
C. M. Lewis, 94 Dawson St . . . . . Master
H. Westerman, 20 W. Lewis St . . . . Secretary
H. Bradley, 233 E. Lewis St . . . . . Collector
A. J. Kohler, 84 Allen St . . . . . Receiver
M. F. Guman, 40 Alien St . . . . Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
J. M. Gorman, 40 Middle St . . . . . Master
L. H. Heeman, 130 Segur Ave . . . . . Secretary
W. H. Buntin, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . . Master
J. W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, 1011 Pine St . . . . . Reciever
R. H. Potts, 1011 Pine St . . . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agen

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 7:30 P. M. in Jones' Hall, 601 Austin St.
John Sullivan, 1110 Ave. D . . . . . Master
Robt. Nicholson, 5 Eighth St . . . . . Secretary
Harry Jamison, 5 Eighth St . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 West Commerce St., Magazine Agent

Digitized by Google

146. BAYOU CITY; Houston, Texas.
Meets every 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
L. McAuliff, 37 Houston Ave . . . . . Master
H. H. Daniels, 52 Sems St . . . . . Secretary
M. D. Homan, 45 Hardey St . . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 8:30 P. M.
J. M. Russ . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. Donahue, 311 W. 55th St . . . . . Secretary
S. Loasby, 2428 8th Ave . . . . . Collector
W. Wilson, 341 W. 58th St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217 . . . . . Master
Joseph Bice . . . . . Secretary
Fred Fletcher . . . . . Collector
Herbert Ryeisy . . . . . Receiver
Chas. Zryd . . . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3dSundays at 2:30 P. M.
Wm. Broughton, 18 Inchbury St. So . . . Master
John M. Cole, 17 Crooks St . . . . . Secretary
J. D. Mills, 98 Strachan St. E . . . . . Collector
James Rhynd, St. Mary's Lane . . . . Receiver
Wm. Broughton, 18 Inchburry St. So Magazine Agent

152. DUNLAP; Wells, Minn.
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 . . . . . Master
L. H. Truesdell, Box 53 . . . . . Secretary
J. Harriman . . . . . Collector
W. A. Searles . . . . . Receiver
A. Martin . . . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets 1st and 3d Sundays, in Odd Fellows Hall, Scott ave.
J. Haggert . . . . . Master
W. Lampton . . . . . Secretary
W. Fuchs . . . . . Collector
G. K. Bates, Box 310 . . . . . Receiver
D. W. Dungan . . . . . Magazine Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
G. L. Northrup . . . . . Receiver
Ed Wall, Box 927 . . . . . Magazine Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 . . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
. . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
. . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets every Saturday night at 7:30 P. M. at Engineers' Hall, Cor. Main and John St.
H. M. Jones, Box 256 . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
M. P. Gibson, Box 256 . . . . . Collector
T. H. Motter, Box 12 . . . . . Receiver
B. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets every Sunday at 2 P. M. in B. of L. F. Hall, North Broadway.
Sigle McFarland . . . . . Master
H. P. Matthews . . . . . Secretary
F. A. Mills . . . . . Collector
John Malin, Jr . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Fred Broughton, 432 Mullett St . . . . . Master
J. Nopper, 56 Erie St., Adrian, Mich . . Secretary
E. Heidenrich, 124 Hastings St . . . . . Collector
Joseph Nopper, 56 Erie St., Adrian, Mich Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.
Meets at Simmons Hall, cor. Summer and Union sts.
J. R. Dwyer, N. C. & St. L. Round House . Master
E. P. Bishop, 69 S. Union St . . . . . Secretary
F. G Harrison, 55 Stevenson Ave . . . Collector
E. P. Bishop, Jr., 69 S. Union St . . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays of each month, cor. Third and Main sts.
W. J. Torrance, 413 William St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . . Collector
John K. Taylor, 1003 East Indiana st . . Receiver
Jerry Burke, 606 S. Eighth st., Terre Haute . . . . . Magazine Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
W. H. Wilder, 1217 Madison st. . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
J. F. Melcher, Sweaney ave . . . . . Collector
J. D. Hawksworth, 2008 Madison St. . . Receiver
F. F. Karns, 501 S. Ninth st . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meets 1st Sunday of each month at 2 o'clock P. M. and every Wednesday at 7:30 P. M. in T. L. Peers' Hall, Main st
C. E. Wear, 703 Union st . . . . . Master
Wm. V. Champlin, 605 Harrison st . . . Secretary
D. F Wagner, 208 Fourth st . . . . . Collector
P. A. Hamilton, 819 Harrison st . . . . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
J. J. Meehan, L. Box 56 . . . . . Master
D. B. Rathfon . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon . . . . . Receiver
H. Peeler . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
E. E. Teal . . . . . Collector
J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Monday at 7 P. M.
R. Ames . . . . . Master
W. H. Daily . . . . . Secretary
Edward McClure . . . . . Collector
A. J. Broughton . . . . . Receiver
. . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets 2d and 3d Tuesdays at 7:30 P. M. and 2d and 4th Sundays at 2:00 P. M. in Engine Hall.
J. R. Dickinson . . . . . Master
Clint Butler, Box 651 . . . . . Secretary
F. A. Rosenbauer . . . . . Collecter
C. E. Wyman, Box 499 . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

Digitized by Google

167. MOUNT HOOD; The Dalles, Oregon.
Meets in The Dalles, Oregon every Monday at 7 P. M.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
Geo. A. Ferguson . . . . . Collector
Jno. Belat . . . . . Receiver
Geo. A. Ferguson . . . . . Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
G. Hiscox, 713 Caledonia St . . . . . Secretary
Frank Krause, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter . . . . . Master
W. N. Keily, Box 1018 . . . . . Secretary
. . . . . Collector
A. H. Spencer, Box 1025 . . . . . Receiver
. . . . . Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
J. Marn, Box 619 . . . . . Master
L. L. Neibling, Box 784 . . . . . Secretary
B. E. O'Neil . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 468 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets 2d Saturday of each month.
Fred Geddes . . . . . Master
D. W. Duncan . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
J. G. Armstrong, Cushing House . . . . . Master
J. G. Armstrong, Cushing House . . . Secretary
J. Smith, 39 Eccles st . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
J. E. Richter . . . . . Master
Chas. McCauley . . . . . Secretary
M. J. Fitzgerald . . . . . Collector
R. C. Brockie . . . . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 503 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . . Receiver
William H. Morne, 1703 N. 7th st. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 P. M. in Crane's Hall.
F. M. Howard, Box C . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday night at 7 P. M.
W. Kane, Box 184 . . . . . Master
Geo. M. Lovett, Box 184 . . . . . Secretary
T. P. Davis . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 184 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets Monday evenings over Deseret National Bank, cor. Main and 1st South sts. at 7:30 P. M.
J. C. Dunton, Box 586 . . . . . Master
Ed. Shinn, 448 W. 3d South st . . . . . Secretary
Geo. M. Edwards, 234 3d West st . . . . Collector
Peter T. Tibbs, 146 S. 3d West St. . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
Jas. Robinson, 730 N. 10th St . . . . . Master
J. E. Gardner, Corner 9th and U St . . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
L. Ream, L. Box 709 . . . . . Receiver
O. M. Freese, 13 st., bet. V and W, Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
M. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
William Gregg . . . . . Master
David J. Nicoll . . . . . Secretary
Alex. Hobson . . . . . Collector
Jas. Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
Thos. F. Judge, 18 Hickory st . . . . . Master
Geo. W. Welsh, 414 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
C. R. Bosworth, Box 157 . . . . . Receiver
S. A. Holman, Box 32 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M.
P. A. Branson, Box 808 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M. in Shafer's Hall.
Sam Welch, Box 311 . . . . . Master
A. E. Roebuck, Box 311 . . . . . Secretary
S. B. Grove . . . . . Collector
J. H. Kuhns, Box 311 . . . . . Receiver
. . . . . Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays of each month.
Geo. A. Updegraff, 3211 Hanover st . . . . Master
Wm. H. Smith, 4228 Wentworth Ave . Secretary
Henry Patton, 3230 Hanover st . . . . Collector
Wm. Stack, 3828 Shields ave . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays of each month.
Louis H. Linn . . . . . Master
Harry Douglass . . . . . Secretary
Harry Douglass . . . . . Collector
C. L. Pugh . . . . . Receiver
J. R. Romans . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
J. K. Doherty, 156 Northwestern Ave. . . Master
E. P. Tobias, 975 W. Lake St . . . . . Secretary
Plato Denny, 101 care A, Fulton st . . . Collector
H. Price, 1019 A Fulton St . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

Digitized by Google

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey . . . . . Master
R. H. Thompson, Fort Howard, Wis . Secretary
Jerry Wood, Box 352 . . . . . Collector
Robert Parks, Fort Howard, Wis . . . . Receiver
S. F. O'Conner, Box 449 . . . . Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays of each month at 2 P. M.
William M. Smith . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . . Collector
D. C. Lewis . . . . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Bozeman, Montana . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meets Sunday at 2 P. M.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
T. P. O'Rourke, L. Box 34 . . . . . Master
Charles Marsh, Box 34 . . . . . Secretary
H. W. Smith . . . . . Collector
Charles Ireland, Box 34 . . . . . Reciever
. . . . . Magazine Agent

195. RE-ECHO; Shoshone, Idaho.
Meets every Sunday, at 2 P. M. in Knights of Labor Hall, Montpelier, Idaho.
D. M. Hill, Montpelier, Idaho . . . . . Master
James E. Redmond, Montpelier, Idaho. Secretary
John R. Williams, Montpelier, Idaho . Collector
Geo. W. Rowley, Jr., Montpelier, Idaho. Receiver
Peter Lange, Montpelier, Idaho, Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 1st and 3d Friday of each month.
E. G. Haskins, Box 330 . . . . . Master
L. C. Cooper, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
P. J. Donovan . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Ira Hurless, Box 79 . . . . . Collector
Clareuce Latham, Box 446 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sunday of each month.
T. H. Sheppard . . . . . Master
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
D. Heinselman, 313 Henrietta St . . . Collector
Chas. Stanfield, 308 North Watt . . . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
Dave McBee . . . . . Master
A. Stockdale, Box 210 . . . . . Secretary
M. K. Curry, Box 210 . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
W. R. Ruffin . . . . . Master
D. W. Shea . . . . . Secretary
C. W. Steelman . . . . . Collector
J. D. Bledsoe . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday and 3d Monday in each month.
M. H. Pursell, Box 1231 . . . . . Master
Albert Maunsell, Box 1231 . . . . . Secretary
Albert Maunsell . . . . . Collector
Frank Wills, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
W. F. Moughler, Box 244 . . . . . Master
Thomas Cunningham, Box 70 . . . . Secretary
H. Bradford . . . . . Collector
L. E. Parker, Box 265 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 53 Kline St . . . . . Master
W. L. Johnson, 45 Adams St . . . . . Secretary
Andy Verlin, 91 Jefferson St . . . . . Collector
J. R. Musselman, Box 51 . . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Tompkins, 105 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . Secretary
. . . . . Collector
M. D. Adams . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesday of each month.
T. S. Taylor . . . . . Master
W. B. Delo . . . . . Secretary
F. A. Work . . . . . Collector
F. A. Law . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets alternate Tuesdays and Saturdays in Doan's Block, Main Street, at 8 P. M.
Charles A. Allen . . . . . Master
J. J. Lannan, Box 131 . . . . . Secretary
A. Jordan, Box 632 . . . . . Collector
A. Dunlap, Box 237 . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
T. Dorcal . . . . . Master
L. Lortie . . . . . Secretary
W. R. Combs . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

Digitized by Google

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays of each mouth.
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Wiecks, Box 497 . . . . . Secretary
John W. Vroman, Box 497 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vroman Box 497 . . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays of each month in in Bragg's Hall, Cor. Berwick and Iron Sts.
Jesse S. Smith, 972 Wilkes Barre, St . . . Master
Stephen F. Milheim, 436 Center St . . Secretary
Jas. R. Morris, 440 Berwick St . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets 2d and 4th Sundays at 1 P. M.
C. T. West, 55 Prospect St . . . . . Master
T. H. Lynch, 52 Stone St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 52 Stone St . . . . . Receiver
T. H. Lynch, 52 Stone St . . . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block.
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
Ed Davis . . . . . Receiver
J. Zollner . . . . . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays in every month in Lehman's Hall, 75 Linden Ave.
Geo L. Wilson, 1423 Maryland Ave . . . . Master
J. N. Jones, 1731 Maryland Ave . . . . Secretary
B. E. Wilhelm, 319 Callows Grove . . . Collector
J. W. D. Bowen, 315 E. Biddle St . . . . Receiver
J. H. Hiler, 1751, Maryland Ave . Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets 2d and 4th Sunday in every month at 358 Broadway.
I. J. Waufle, 148 East St., Greenbush, N. Y . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 54 Pine St . . . . . Collector
F. P. Brooksby, 59 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 54 Pine St . . . . Magaziue Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 3 P. M.
Harry A. Stearns, F. R. R. Engine House, Charleston, Mass . . . . . Master
C. E. Proctor, 3½ Blossom St . . . . . Secretary
H. W. Cushong. Day St . . . . . Collector
Henry L. Cass, 26 South St . . . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets every other Sunday in K. P. Hall.
W. K. Lary, Box 242 . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
J. L. Wiler . . . . . Master
Alex Powell . . . . . Secretary
Alex Powell . . . . . Collector
Frank Roberts . . . . . Receiver
Wm. Martin . . . . . Magazine Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
Richard Beeson, 271 Franklin St . . . . . Master
W. A. Walker, 215 Bidwell St . . . . . Secretary
Chas. A. Snyder, Alliance, O . . . . . Collector
John T. Sweeney, 189 Adams st . . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Harvey Buck . . . . . Master
Engene R. Bright . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
John Cain, L. Box 60 . . . . . Master
H. J. Carruthers, L. Box 60 . . . . . Secretary
J. Gray . . . . . Collector
Ed Everett, Box A . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. H., Child's block, 1st and 3d Sundays at 2 P. M.
Chas. W. Gardner . . . . . Master
O. G. Anderson, Box 316 . . . . . Secretary
Frank B. Rugg . . . . . Collector
Chorles W. Gardner . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursday in every month at 7:30 P. M.
C. W. Harris, 47 Drake St . . . . . Master
John Cavens, 47 Drake St . . . . . Secretary
Chas. Cooper, 43 Drake St . . . . . Collector
John Cavins, ... Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
E. J. Farrell . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Rainsburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
T. L. Drummond . . . . . Master
H. Poole . . . . . Secretary
. . . . . Collector
Burt Wheatley . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Sundays at 1:30 P. M., in I. O. O. F. Hall, Cor. Collin and Hardy streets.
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
J. W. Spence, 33 Eldridge St . . . . . Master
W. W. Stonier, 69 Eldridge St . . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . . Collector
Theodore Haskins, 43 Munsell St . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agent

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 331 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
J. O. Bayley, 613 E. Market St . . . . . Receiver
E. Wint, 1533 Market Ave . . . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

Digitized by Google

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
G. W. Gilkerson, 38 Knox St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Gus. Watters, 620 Clinton Ave . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany . . . . . Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
W. S. Maguire, 609 Poplar St. . . . . Master
J. B. Cash, 3218 Haverford ave, Philadelphia, Pa. . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 119 Market St . . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in Armstrong & Lyon building.
Floyd Pollison, Box 1431 . . . . . Master
W. H. Tidaback, 19 Grand St . . . . . Secretary
Sherman Gildersleeve . . . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. Weeden . . . . . Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday and 3d Sunday at 2 P. M.
Geo. W. Anderson . . . . . Master
Frank Probert . . . . . Secretary
Wm. C. Hunter, Boz 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall, James Fallon, ... Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St . . . . . Master
J. W. Walker, 2903 Penn Ave . . . . . Secretary
P. T. Williams, 2903 Penn Ave . . . . . Collector
R. O. Ferren, 2903 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1 P. M. and 2d and 4th Saturdays at 7 P. M.
J. Grether, Box 118 . . . . . Master
W. A. Callahan . . . . . Secretary
J. Grether, Box 118 . . . . . Collector
J. R. Nutty, Box 156 . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays in each month, at 10 A. M.
Benj. Dean . . . . . Master
M. J. Kennedy, 226 N. Wood St., Chicago, Ill . . . . . Secretary
M. J. Kennedy, 226 N. Wood St., Chicago . . . . . Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago . . . . . Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman . . . . . Receiver
. . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, at Southwest corner Main and Central Ave., third floor.
F. L Volk, Box 782 . . . . . Master
A. R. Edington, Box 534 . . . . . Secretary
John Jennings . . . . . Collector
D. Lentz . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Sunday at 7:30 P. M.
G. Hastings, Cor. Orange and Grove Ave . Master
J. H. Bentley. 116 Cortland St . . . . . Secretary
D. Benn, 435 Blackstone St . . . . . Collector
Wm. Apted, 410 Page Ave . . . . . Receiver
D. Benn, 435 Blackstone St . . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Barager, Box 300 . . . . . Master
D. J. McGinley, Box 300 . . . . . Secretary
John Gleam, Box 300 . . . . . Collector
P. C. Hagerty, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meet at R. Y. M. C. A. rooms 1st and 3d Sundays.
Emery S. Smith, Southport, N. Y . . . . Master
E. B. Detrick, Blyly House . . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Bonham, Texas.
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
J. L. Ison . . . . . Master
W. F. Rowe . . . . . Secretary
Ed. Harvey . . . . . Collector
J. M. Painter . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
J. B. F. Good, 1172 Fillmore St . . . . . Secretary
N. Laughlin, 339 Oakley Ave . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th . . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts.
Douglas Grigor, 196 Liberty St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
J. J. Bannon, Cor. Wilson and Walker Sts., Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
F. B. Coats, Montgomery st, 3 doors south of Duffy . . . . . Magazine Agent

246. MACON; Macon, Ga.
Meets on 1st, 8th, 15th and 22d of each month, at M. & W. Freight House.
W. T. Roughton, 345 Fourth St . . . . . Master
J. H. Strickland, cor. Johnson and Elm St . . . . . Secretary
C. H. Richards, 52 Ash St . . . . . Collector
W. M. Walker, 349 Fourth St . . . . . Receiver
J. I. Davidson, 345 Fourth St . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 39½ Broad St.
H. F. Waters, 316 Rawson St . . . . . Master
H. B. Childs, E., T. V. & G. R. R. Shops. Secretary
Fred Carlisle, 310 Rawson St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
J. M. Baird, 194 Powers St . . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays of each month.
E. N. Packard . . . . . Master
C. S. Ellinwood Box 714 . . . . . Secretary
J. L. Brown, Box 704 . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill . . . Master
J. O. Mason, Judd, Cook County, Ill . . Secretary
. . . . . Collector
L. McKee, Judd, Cook County, Ill . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
R. H. Diggory, Kingston, Pa . . . . . Master
F. O'Donnell, Ashley, Pa . . . . . Secretary
C. H. Lamon, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

Digitized by Google

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall.
J. T. Meyers, East Mauch Chunk . . . . . Master
L. Wildoner . . . . . Secretary
L. H. Yetter . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser . . . . . Master
H. G. Klugh . . . . . Secretary
W. Armstrong . . . . . Collector
M. M. Hinkle . . . . . Receiver
S. J. Brighton . . . . . Magazine Agent

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 21 E. State St. 1st and 3d Sundays of each month.
Harvey B. Eldridge, 21 Walnut Ave . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator, 45 Hart Ave . . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays of each month.
I. C. Perrin, Box 34 . . . . . Master
E. C. Connor, Box 157 . . . . . Secretary
N. J. Owens, Box 118 . . . . . Collector
Thomas Sheean, Box 25 . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 . . . . . Master
W. M. Keefe, Lock Box 472 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
Ed. Gray . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
Andrew Carter . . . . . Collector
M. D. Finn . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Wednesday evening at 7:30.
Mel. Norton . . . . . Master
A. S. Ritenour . . . . . Secretary
John Treadway . . . . . Collector
A. E. Leighty . . . . . Receiver
Ed Norton . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
John D. Cummings, Box 107 . . . . . Master
Josh A. Baker, Box 122 . . . . . Secretary
Josh A. Baker, Box 122 . . . . . Collector
G. E. Hanford, Box 107 . . . . . Receiver
Louis E. Graham, C. P. round house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
Edgar Worrell, Box 41 . . . . . Master
W. L. Ewing, Box 75 . . . . . Secretary
Wm. Taylor . . . . . Collector
L. V. McLaughlin . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets alternate Saturdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agen

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
A. E. Hayden, Box 10 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson . . . . . Collector
A. E. Aikman . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
M. W. Fitzgerald, South Butte, Mon . . . Master
J. Byrne, Box 4, South Butte, Mon . . . Secretary
Geo. Tyndall, Box 832 . . . . . Collector
C. H. DeCamp, South Butte, Mon . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meet 1st and 3d Sundays of each month at 2:30 P. M. in I. O. O. F. Hall.
J. Leech, 608 S. Division St . . . . . Master
A. E. Geary, 525 S. Division St . . . . . Secretary
A. Pitman, 608 S Division St . . . . . Collector
J. Kitselman, 68 California St . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 4th Sundays in each month.
T. Hayes . . . . . Master
P. Ryan . . . . . Secretary
A. Krienke . . . . . Collector
J. E. Moquin . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 P. M. at St. Charles Hall, on Patterson St.
M. Brown . . . . . Master
A. H. Flynn, 87 Pacific Ave . . . . . Secretary
T. Stockton, 37 Vallette St . . . . . Collector
W. Maguire, 155 Market St . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave . . . . Master
E. Gantt, 25 Hooke St. . . . . Secretary
. . . . . Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver
. . . . . Magazine Agent

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller st . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky . . . . . Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
W. L. Higbee, 2213 Snelling ave . . . . Secretary
D. Lucas, 407 Fifth St. S . . . . . Collector
J. D. Sharrah, 1901 3d St. S . . . . . Receiver
Sam Manhart, 2110 29th St. S . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, South Stanhope, 1st and 3d Sundays, at 4 P. M.
Wm. Weller, Box 25, Port Morris, N. J. . . Master
R. A. Trezise, Box 30, Port Morris . . . Secretary
M. T. Dickerman, Box 31, Port Morris, N. J . . . . . Collector
T. F. Burtt, Box 86, Port Morris, N. J . . Receiver
Patrick Ash, Port Morris, N. J . Magazine Agent

Digitized by Google

272. WILSON; Junction, N. J.
Meets 1st and 3d Sundays of each month at 1:30 P. M.
Joseph Osman . . . . . Master
G. B. Weller . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
Frank Maxwell . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . Master
G. M. Wilson, 416 S. 9th St . . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
G. Smith, 208 Thirteenth St . . . . . Receiver
H. I. Sweeney, 345 7th St . . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. W. Myers . . . . . Master
B. H. Thomas . . . . . Secretary
L. A. McCutcheon, Charlottesville, Va . Collector
E. B. Engart . . . . . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays of each month at 1:30 P. M.
C. W. Jenkins, N. N & M. V. Round House . . . . . Master
W. A. Demaine, N. N. & M. V. Round House . . . . . Secretary
Eugene List, 1008 Buchanau st . . . . Collector
W. R. Saunders 420 13th St . . . . . Receiver
J. S. Marshall, N. N. & M. V. Round House . . . . . Magazine Agent

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
. . . . . Master
W. Cole . . . . . Secretary
. . . . . Collector
R. H. McCarty . . . . . Receiver
. . . . . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 P. M., at Phœnix Fire House.
W. Wright, L. Box 482 . . . . . Master
M. E. Murphy, L. Box 482 . . . . . Secretary
E. Wright, L. Box 482 . . . . . Collector
Scott Jones, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
Chas. S. Fisk, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
Chas. J. Swett, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets 1st and 3d Sundays at 9 A. M., and 2d and 4th Sundays at 7:30 P. M., of each month.
W. H. Lohnes, Box 237 . . . . . Master
J. A. Atyeo . . . . . Secretary
A. B. Trenary . . . . . Collector
C. P. Countryman . . . . . Receiver
H. I. Ogle . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets over Hedden & Phelps', on corner of State and Market streets.
W. C. Brown . . . . . Master
E. E. Reeves . . . . . Secretary
Joe Scharf . . . . . Collector
Wm. H. Stephens . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Jones' Hall, on Main St., bet. 4th and 5th, on 1st and 3d Sundays in each month.
Bert Launt . . . . . Master
Calvin Minniear . . . . . Secretary
W. F. Gibson . . . . . Collector
W. H. Kern . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in C. M. B. A. Hall, Great Bend, 1st Saturday at 8 P. M., and 3d Sunday at 2 P. M.
F. J. May, Hallstead, Pa. . . . . Master
J. F. McCormick, Hallstead, Pa . . . . . Secretary
S. L. Connelly, Hallstead, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . Receiver
S. J. Connor, Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon of each month.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 88 Cedar St . . . . . Secretary
Benj. F. Pollard, 189 Rosette St . . . . Collector
Wm. A. Pyle, 161 Rosette St . . . . . Receiver
Chas. A. Baldwin, 48 2d St . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
W. W. Hosford, 15 Elm St . . . . . Master
Wm. Wyler, 9 Squire St . . . . . Secretary
Wm. L. Dwyer, 51 Liberty St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
I. C. Sterner, Fairmont St . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets 2d and 4th Sundays of every month in B. of L. E. Hall, cor. Warren and Potter Sts.
Frank Shinsky, L. Box 500 . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
C. L. Sterling, 701 N. Jefferson St . . . . Receiver
. . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets every Sunday at 1 P. M., in Otto's Hall, Twelfth St.
W. E. Hammond, 1816 Union Ave . . . . Master
J. F. Walls, 1117 17th St . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, 1616 Union Ave . Magazine Agent

288. EMMET; Estherville, Iowa.
Meets 1st Sunday in each month at 7:30 P. M., and third Monday, at Masonic Hall.
W. S. Davis, L. Box 80 . . . . . Master
F. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
V. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anyan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall, bet. Main and 3d Sts.
J. T. Hart, 412 Washington St . . . . . Master
R. Tierney, 117 Riverside St . . . . . Secretary
J. W. Rowland, 408 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 404 S. 3d St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday at 8 P. M., 4th Sunday at 10:00 A. M., at Pythian Hall.
W. C. Latimer, 118 Hall St . . . . . Master
G. W. Bruno, 11 Alabama St . . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, 57 A Somers St . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

Digitized by Google

292. POCAHONTAS; Holden, Mo.
Meets at Holden, Mo.
G. Y. Smith . . . . . Master
J. G. Vogelsang, Talmage House . . . Secretary
J. H. Clark . . . . . Collector
P. B. Scanlan . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
W. J. Sharkey, 2608 Somerset St . . . . Secretary
James J. Haughey, 2710 Hewson St . . . Collector
Dennis J. Kilty, 2809 Edgemont St . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7.P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . . . Master
A. L. Jackson . . . . . Secretary
G. W. Lynch . . . . . Collector
E. A. T. Watkins . . . . . Receiver
J. L. Williams . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
H. R. Kough, 1235 Harrison St . . . . Secretary
H. R. Kough, 1235 Harrison St . . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C. F. McSteen, care John McSteen . . . . . Magazine Agent

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near McGhee St . . . . . Secretary
C. F. Misener, 115 McGhee St. . . . . Collector
S. A. Presnell, 141, Cor. McGhee and Clark St . . . . . Receiver
P. H. Gleason, 104 Jacksonborough St . . . . . Magazine Agent

297. CLARK; Jeffersonville, Ind.
J. Wilson, Box 392 . . . . . Master
C. E. Buehler . . . . . Secretary
Benson Bennett . . . . . Collector
A. B. Chambers . . . . . Receiver . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7.30 P. M.
H. C. Wheat, 1221 S Compton Ave . . . . Master
W. B. Smith, 2121 Eugenia St . . . . . Secretary
Charles Durnell, Mo Pacific Shops . . . Collector
John McClusky, 1418 Joab St . . . . . Receiver
H. C. Wheat 1221 S Compton Ave. Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M
M. Prescott . . . . . Master
C. H. Ridge, Box 87 . . . . . Secretary
Elwood Welshone . . . . . Collector
N. D. Huffman, Box 142 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday afternoon and 3d Monday evening at I. O. O. F. Hall, cor. Michigan and Frankfort streets
A. S. Hewitt, 4th st. and Franklin Sts . . Master
Hugh J. Manney, 6th St . . . . . Secretary
W. H. Henry, Pine street . . . . . Collector
Jas. Whitby, 5th street . . . . . Receiver
Lew Willson, 7th street . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 161 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. POST OAK; Hempstead, Texas.
Meets twice per month in Knights of Honor Hall.
A. Werner . . . . . Master
W. A. Weir . . . . . Secretary
T. N. Aaron . . . . . Collector
W. A. Wier . . . . . Receiver
T. N. Aaron . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
F. H. Barrelle . . . . . Master
G. B. Yauch . . . . . Secretary
C. E. Humphreys . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Texas . . . . . Master care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas . . . . Secretary care J. S. Turner, M. M., Jimulco, Mexico. . . . . Collector
H. C. Koepke, El Paso, Texas . . . . . Receiver care J. S. Turner, M. M., Jimulco, Mexico. . . . . Magazine Agent

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 8 Bowery avenue, ... Master
J. P. Callahan, 19 Pine st . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prine St . . . . . Receiver
C. S. Woods, cor. Linden and Beacon streets . . . . . Magazine Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. S. Gates, 34 Patton St . . . . . Master
W. M. Butler, B. & A. Engine House . Secretary
E. O. Sexton, 416 Union St . . . . . Collector
C. A. Chapin, B. & A. R. R . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays in each mouth
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday of each month
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y . . . . . Secretary
Robert Spears 100 Eagle St., Green Point, L. I., N. Y . . . . . Collector
William Carroll, Long Island P.O., N. Y. Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
H. C. Martin . . . . . Master
Geo. W. Wareham . . . . . Secretary
H. C. Campbell . . . . . Collector
J. O. Elder . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets 1st and 5th Sundays of each month.
R. Rippen, Box 235 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
J. W. Miller, Box 311 . . . . . Collector
C. A. Howe . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

Digitized by Google

312. BLUE VALLEY; Wymore, Neb.
Meets every 1st and third Sunday of each month at 3 P. M.
Mathew Hefferman . . . . . Master
F. R. Swaney, Box 6 . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets 1st and 3d Mondays in every month.
M. S. Laughlin . . . . . Master
John Williams, Box 131, Armstrong, Kan . . . . . Secretary
John Lemon, Armstrong, Kan . . . . Collector
Edward Wilson, Armstrong, Kan . . . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . . Master
George Lutton . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Wm. J. Mattice, 58 Paine St . . . . . Master
Wm. J. Murray, 97 James St . . . . . Secretary
Christopher H. Haverly, 43 Hudson Avenue . . . . . Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 6:30 A. M. in Bland's Hall, 9th and Penn Sts.
Edward Noonan, 630 N. 6th St . . . . . Master
Wm. Gordon, 836 Green St . . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
L. Brownback, 227 N. 9th St . . . . . Receiver
Charles H. Wesley, 327 Minersville St., Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . Master
J. F. Wills, Glenwood, 23d Ward . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, Glenwood, 23d Ward, Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday evening at 6:30, standard time.
T. E. Whitesides . . . . . Master
J. C. Faigh . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Monday at 9:00 A. M.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
G. W. Light . . . . . Collector
C. E. Cage . . . . . Receiver
J. F. Kiter . . . . . Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.
Meets every Sunday at B. of L. F. Hall, over Austin's Store, at 2 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
John B. Dexter . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St . . . . . Secretary
James Haas, 2135 Darien St. . . . . Collector
Irwin S. Stearly, 923 Mt. Vernon St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets 2d and 4th Sundays of each month.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in New Etna Hall, on Main st.
J. W. Fisher . . . . . Master
Daniel Geiger . . . . . Secretary
G. W. Bowman . . . . . Collector
James Kelly . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
J. J. Hoarty, Palo Alto, Pottsville, Pa. . . Master
Wm. H. Sowers, 102 W. Savoy St., Palo Alto, Pottsville, Pa . . . . . Secretary
T. F. Brennan, 391 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa, Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 42 Davis St. . . . . Secretary
G. E. Lovelace, 8 Webster St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
Leo J. Wise, 103 Main St . . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
Harry Brown . . . . . Master
J. M. Griffith . . . . . Secretary
Mike Sauer . . . . . Collector
Chas. E. Higgins . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets alternate Sundays in K. of P. Hall.
Wm. Crehan, Box 834 . . . . . Master
J. A. Marshall, Box 75 . . . . . Secretary
J. W. Coolidge . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays of every month at 1:30 P. M.
A. Dillon . . . . . Master
W. Jacobia . . . . . Secretary
H. Wade . . . . . Collector
R. H. Rundle . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
A. W. Abrant, 1354 Liberty St., Kansas City, Mo . . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
W. C. Wright, Box 77 . . . . . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

Digitized by Google

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
A. J. Wages, Ga. R. R. Shops . . . . . Master
R. B. Chapman, 414 Reynolds St. . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
. . . . . Receiver
R. B. Chapman, 414 Reynolds St, Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays, at 40th St. and Lancaster ave.
B. F. M. Keffer, 3841 Spring Garden St . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1521 S. Woodstock St . . . . Secretary
H. A. Krauss, 1706 Afton St. . . . . Collector
F. H. Hartzell, 1503 Ellsworth St . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets 427 Notre Dame st., on every alternate Sunday.
Alfred Pring, 43½ Dufresne St., Montreal . . . . . Master
Peter Dionne, 66 Iberville st., Montreal, Secretary
Telephore Grondines, 15 St. Catharine st., Montreal . . . . . Collector
J. G. Adolphe Brazeau, 97 Moreau st., Hochelaga . . . . . Receiver
Thomas Keiller, 28 . . . Marlborough st., Hochelaga . . . . . Magazine Agent

336. FALL RIVER; Neodesha, Kansas.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
. . . . . Collector
J. A. McPaul . . . . . Receiver
. . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1631 Belleview Ave . . . Master
G. H. Roberts, 1631 Belleview Ave . . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St. . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays at 1:30 P. M. in P. O. S. A. Hall, corner 4th St. and Huron avenue.
Frederick Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
G. B. McMonigal . . . . . Collector
George Severin . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays of each month.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 156 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets every 2d and 4th Sundays, in Odd Fellows' Hall, at 1 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 507 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . Magazine Agent

341. GOLD RANGE; Kamloops, B. C.
Meets every Wednesday at Engineers' Hall.
David Morton, Kamloops . . . . . Master
Jas. Gander, Kamloops . . . . . Secretary
Jas. Gander, Kamloops . . . . . Collector
Arthur Randall, Dowaca, B. C. . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Meets 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin. Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
T. W. Cresswell . . . . . Master
W. A. Ennis . . . . . Secretary
J. Robinson . . . . . Collector
E. Garranx, Box 21 . . . . . Receiv
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets every Sunday at Phœnix Hall, at 10 A. M.
D. C. Dickert . . . . . Master
W. H. Fetner, Jr., Care R. R. shop . . . Secretary
W. H. Fetner, Jr . . . . . Collector
A. C. Lee . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelty . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensalola, Fla.
A. D. Slack . . . . . Master
T. Butler . . . . . Secretary
T. Butler . . . . . Collector
J. J. Sizer . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
Meets 1st, 2d and 4th Wednesday evenings of each month, at 7:30.
B. S. Williams . . . . . Master
Wm. Pinkerton, Box 320 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
C. H. Voris, Box 196 . . . . . Receiver
J. E. Coulter . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets 1st and 3d Sundays at 2:30 P. M., in I. O. O. F. Hall.
Thos. L. Brinson, L. Box 11 . . . . . Master
E. A. Stephens, L. Box 93 . . . . . Secretary
Thomas H. Boynton . . . . . Collector
F. G. Schilke, L. Box 37 . . . . . Receiver
Ed Jacobson. L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Henry Grimm. Weehawken P. O., Union Hill . . . . . Master
D. Shea, New Durham, N. J. . . . . Secretary
F. L. Wilber, 67 Hudson Ave . . . . . Collector
J. E. Boyle, New Durham, N. J . . . . Receiver
F. L. Wilber, 67 Hudson Ave . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
W. J. Doherty . . . . . Master
Geo. F. Disbrow, South Amboy, N. J.. Secretary
Constant Coley . . . . . Collector
T. R. Merty . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Eldredge Boyer . . . . . Master
Wilson Dotler . . . . . Secretary
George Dubler, Box 153 . . . . . Collector
Wm. Hartley . . . . . Receiver
E. S. Doudt . . . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
. . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

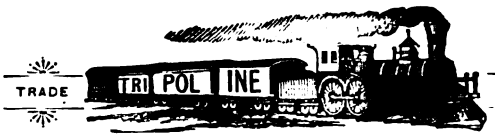
353. MARBLE CITY; Rutland, Vt.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. School and Forest street . . . . . Secretary
J. E. Pratt, 21 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . Magazine Agent

Digitized by Google

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.) **ESPECIALLY** adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Engineers throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is not found to be exactly as represented, may be returned, at our expense, and money refunded.

Address, THE MATCHLESS METAL POLISH CO.,
198 and 200 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

A LOTO'READING GIVEN AWAY! $9 FOR 50 CENTS.



Anecdotes of the Rebellion. A collection of humorous, pathetic and thrilling narratives of the war, embracing reminiscences of bivouac and battle-field, march and picket, adventures of scouts and spies, stories of prison life, &c. **The Life of Gen. U. S. Grant,** with portrait and other illustrations. **Poems, by John G. Whittier.** Should be in every household. **Illustrated. Miss or Mrs.?** By Wilkie Collins. A novel of unusual interest. **Illustrated. Yankee Wit and Humor.** A collection of humorous stories, sketches and poems, by the leading funny men of the American Press. **Illustrated. A Passive Crime.** By "The Duchess." A bright, witty novel, written in the happiest vein of this famous authoress. **A Tale of Sin.** By Mrs. Henry Wood. The best novel produced by this celebrated authoress. **Anecdotes of Public Men.** Washington, Lincoln, Franklin, Webster, Clay, Tilden, Lee, Grant, Garfield, Gladstone, Scott, Butler, Hancock, and in fact, all the leading men of this and other countries. **Famous Detective Stories.** A collection of thrilling narratives of Detective Experience, many of them written by actual members of the profession. These books bound in cloth would cost you in any book store $1.00 to $1.50 each.

We will send **ALL** the above books and **HEART AND HAND** (a 16-page, 64-column family and matrimonial paper, richly illustrated, brimming with originality, and as full of points as an old pin-cushion), six months for **ONLY 50 CENTS.** This paper was established in 1881, it is the pioneer publication of its class, and has a **BONA FIDE** circulation of 25,000, but we are determined to double it within the next three months, and with that object in view, make the above extraordinary offer. Each number contains nearly 300 advertisements of ladies and gentlemen wanting correspondents. In the PRESENT issue will appear the

PRIZE PORTRAITS OF BEAUTIFUL LADIES, fifteen in number, each of whom will have an advertisement in that issue. Many other entertaining features now in course of preparation will be introduced in rapid succession. Do not miss this great opportunity. Send at once. Address **HEART AND HAND, 69 Dearborn St., Chicago.**

INTENDING ADVERTISERS
Should address

GEO. P. ROWELL & CO.,

10 Spruce St., New York City.

FOR SELECT LIST OF 1,000 NEWSPAPERS.

Will be sent **FREE** on application.

THE GREAT AMERICAN TEA COMPANY

GOOD NEWS TO LADIES!

Greatest inducements ever offered. Now is your time to get up orders for our celebrated Teas and Coffees, and secure a beautiful Gold Band or Moss Rose China Tea Set, or Handsome Decorated Gold Band Moss Rose Dinner Set, or Gold Band Moss Decorated Toilet Set. For full particulars address

THE GREAT AMERICAN TEA CO.,
P. O. Box 289. 31 and 33 Vesey St., New York.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. JUNE, 1887. No. 6.

LABOR LITERATURE.

We have on our table a volume by John Cameron Simonds and John T. McEnnis, bearing the following title: "The Story of Manual Labor in all Lands and Ages—Its Past Condition, Present Progress, and Hope for the Future." It is a book of more than seven hundred pages, and illustrated with numerous portraits and diagrams. The book is divided into six parts and fifty-seven chapters, and, as the title says, treats of labor in all lands. The first illustration is a portrait of Master Workman, T. V. Powderly, of the Knights of Labor, and this gentleman is the author of the "Introduction," in which reference is made to organizations of working men, strikes and their preventives, and to the new era, when working men will control their own destinies. The authors have written a preface for the "Story of Labor," which will prove interesting to the general reader. The language is both elegant and strong—a little stilted, perhaps, for the average working man, but calculated to please and instruct. The authors say "Of late a change has overtaken the muse of history. Interest has been awakened, not in the General, but in the soldier; not in the King, but in the subject; not in the Noble, but in the peasant. Thoughtful men are now asking: What of the artisan? What of the mechanic? What of the farmer?" The fact is the "thoughtful men" who are asking what of the artisan and what of the mechanic? are the artisans and the mechanics, themselves. They are the most intensely thoughtful men in the United States. As for Europe, the "muse of history" is still interested in generals, kings and nobles—the soldier is still "food for powder;" the subject is not a citizen, in any dignified sense, if he is a laborer, and the peasant is a "hewer of wood and a drawer of water," as in the days when slaves built the pyramids. In the United States of America, where workingmen are freemen, where they have the ballot, where they are clothed with all the rights of citizenship, a change may have "overtaken the muse of history," but we are inclined to the opinion that the working men have overtaken the "muse" and are compelling the "muse" to write history as they dictate. The authors of the preface say that "Kings and Queens" are not the "makers of history. It is the people that are the builders of a nation." It may be so. We are rather pleased with fanciful writing, than otherwise. Manifestly, the people "build nations," that is to say, the people build people, but Kings and Queens and Nobles manage to build history in all lands

Digitized by Google

where such vampires are tolerated. The authors say that public opinion has undergone a change, and that their book "is a response to this change," and the fact is very clearly set forth, that as compared with the Hindoos, the working men of America can boast of a great change in public opinion. Clearly, the first great change to be wrought, the one which underlies all other beneficent changes, is the political enfranchisement of the masses—without this the talk about the emancipation of working men is the merest bosh. Men denounce strikes without telling the world the cause of strikes. Ireland is striking against England—and England is striking back. She is bringing all of her vast power to bear upon Ireland to crush out the last vestige of remaining liberty. Irishmen robbed of their land, Irishmen reduced to poverty and famine—Irishmen evicted from their hovel homes, strike, and while Englishmen visit upon them wars and curses such as make all hell jubilant, Irishmen are denounced if they avail themselves of such means as are at hand, to resist a tyranny without parallel in the annals of devilishness. Less than one hundred years ago, Frenchmen *struck*, struck for rights as sacred as heaven ever ordained for man. It was a bloody strike, in the presence of which men stood aghast, and which, even yet, chills the blood—but who tells of the centuries of oppression, of degradation, of woes unutterable, that produced the Commune, the revolution, and that finally emancipated France, crushed thrones, trampled crowns into the dust, killed and exiled kings and nobles, emancipated the people and established the French Republic, which stirred to its profoundest depths the unsurpassed genius of Victor Hugo, of which he sung like a seraph. Amidst Alpine barriers the little Republic of Switzerland maintains its ground against kingly rule—but with these exceptions the masses of the people of Europe are as powerless to control their destinies as ever since the days when the first labor organization laid the foundation of Babel's tower, in the plains of Shinar, and God himself put a stop to it by confusing their language. Look at poor Russia, cursed by Czar rule. What is the demand of her downtrodden masses? Give us a constitution—emancipation. Let us be free. Give us a voice in the government. With the emancipation of the citizen, comes the emancipation of labor, and never till the one is accomplished, will the other bless the world. It may be interesting for working men to know that in the dim, far away past, working men were slaves, but it will be to the last degree humiliating for them to scan the map of the world, and see how few are the countries in which the condition of working men is such as to excite gratulation. The fact is, the story of labor is the story of the coral. The little insect, from deep sea soundings, builds continents and dies as it builds—and when its work is done, others reap the reward. It builds its own tomb, that is all. Working men have built everything, since the day that "God planted the garden eastward in Eden," and what have they to show for it? Only their work, only the monuments of their skill and toil, they have made others rich, while building their own tombs and dying unknown, unwept and unsung. Here in the United States of America, where by declaration, constitution and law, and in consonance with divine right, men are born equal, here where men are citizens, with all the rights and prerogatives of citizens, working men are coming to the front to assert their rights, and to determine what laws shall be upon the statute books and who shall administer them. Elsewhere and with perhaps two or three exceptions, the "Story of Labor" is a story of oppression and degradation, and even in the United States of America, strange as it may appear, corporations, and a subsidized press, have combined to make the "Story of Labor" one of almost ceaseless wrong and oppression. The supreme demand of the times is a labor literature which shall deal with the present and

Digitized by Google

not with the past. The dead past must bury its dead—and it should be remembered, that with all our boasted privileges, labor is far from being emancipated from the thraldom of curses which have environed it for centuries. The volume before us, and of which we write, is in many regards valuable, and may profitably be in the libraries of working men. Its style is ornate and captivating. It shows profound research and is in all regards a contribution to the labor literature of the times of great value. But the point we make is that working men of to-day, want a literature that will enable them to solve the labor problems now up for debate and solution. It is doubly interesting to know as much as can be gleaned, of the working men of Egypt, Greece, Rome, and other nations which lie buried beneath the *debris* of centuries, as also of the Chinese and Japanese, Hindoos and Assyrians, but, after all, such information, however valuable, does not touch the vital questions of to-day—the living, active present. The supreme questions are: what are the rights and the wrongs of labor? How shall working men secure the one and force the other into permanent exile? This *Magazine*, the organ of 30,000 Locomotive Firemen, is ceaselessly devoted to the discussion of labor problems. "The Story of Labor" is our theme, but it is the story of the present, not of the past. We would have just laws —we would have honest judges—we would have Legislatures and Congresses recognize that labor is the great wealth-producing, revenue-producing, tax-paying and debt-paying power of the country, and that laws which embarrass it, degrade it, starve it, are monstrously unjust, and must go. Hence, we would have a labor literature which keeps such facts constantly and prominently in view—and when working men federate for that purpose, the sun of their destiny will rise grandly to the zenith and the full orbed noon of their emancipation will be their reward.

JUSTICE TO RAILROAD EMPLOYES.

This *Magazine* has on all proper occasions, in the past, voiced the opinion that the time had arrived when public sentiment demanded, to the fullest extent, that simple justice should be done working men, by the enactment of laws, by Congress, and State legislatures, bearing the stamp of wisdom, and a proper appreciation of the rights of employes, in every industrial enterprise. We have not been mistaken in our estimate of public sentiment, the intelligence of working men, nor of their power to have righteous laws enacted. Meanwhile we have not been unmindful of the magnitude of the task, nor indifferent to the fact that time would be required to arouse working men to a realization of their power, and the imperative demand upon them to use it in bettering their condition.

The present is not the time to deal in honeyed words, nor in misgivings. When great corporations want anything of legislative bodies they send their representatives, and by methods, right or wrong, it is not here necessary to discuss, manage generally to obtain hearings and carry their point. In one thing at least, their methods possess merit, and that is, they inform the law makers of what they want, and they omit nothing calculated to insure success. They are in earnest, and their energy and persistence often accomplish more than their arguments. Now, we hold, that working men, to carry their point, when their interests and welfare are involved, may learn wisdom and achieve success, by studying the tactics of corporations, which never did, and never will, favor the enactment of laws, designed to help working men to obtain their rights by legislation.

What are the facts relating to the employes of railroads, when, by accident, from whatever cause, an employe loses life or limb? Well, tersely stated they are about as follows: In most of the States, the iniquitous law is upon the statute books, providing,

Digitized by Google

that if an employe of a railroad sustains an injury, loses life or limb, he cannot recover damages, provided the accident was caused, directly or indirectly, by a co-employe of the road. For instance, suppose a train dispatcher, by any mistake of his, causes an accident, resulting in the death of one or more train men, engineers, firemen, brakemen, or conductors? In that case, neither the men, nor their relatives could obtain damages, because the accident to the train was caused by a co-employe. We doubt if it be possible to conceive of a law more essentially and flagrantly unjust. It is simply barbarous. It is without an element of fair dealing. It shows on its face, that it was enacted in the interest of wrong, that railroad corporations have so adroitly played their cards, as to befog legislators, and secure the passage of acts, which make the term "justice" a thing for flings and jeers.

It is most gratifying to us to state that the Legislature of Minnesota, at its late session, enacted a law, which within its boundaries, will operate to the advantage of railroad employes, and to the disadvantage of none, for justice to one is never an injury to others.

For the benefit of our readers, we furnish them with so much of the law as is required, to enable them to comprehend its scope, and the wisdom and justice of its propositions. The purpose of the law is to enable persons "to recover for loss of life or limb."

Section 1, provides, that where, after the passage of this act personal injury is caused to a workman: First, by reason of any defect in the condition of the ways, works, machinery or plant connected with or used in the business of the employer; Second, by negligence of any person in the service of the employer; Third, by the negligence of any person in the service of the employer to whose orders or directions the workman at time of the injury was bound to conform, and did conform, where such injury resulted from his having so conformed; Fourth, by reason of the act of omission of any person in the service of the employer; Fifth, by reason of the negligence of any person in the service of the employer who had the charge or control of any signal, points, locomotive engine or train upon a railway, the workman, or in case the injury results in death, the legal personal representatives of the workman, and any person entitled in case of death shall have the same right of compensation and remedies against the employer as if the workman had not been a workman of, nor in the service of, the employer, nor engaged in his service.

Section 2, Provides that the amount recoverable under this act shall be, in case of death or total disability, a sum of money not less than five years wages at the rate the workman was receiving at the time of the injury, and as much more as the jury may see fit to give; and in case of a less injury a proportional sum to be determined by law.

It will be observed that the Minnesota law makes a sweeping change, that it banishes from the statute books of that young and growing state, laws, which wherever they exist, are indicative of a public sentiment so warped and distorted, as to call in question the propriety of any boastful allusion to our civilization.

But we ask, how did it happen that Minnesota should take the lead in enacting a law, so vital with justice to working men? The answer is at hand and glows with credit to the membership of Northwestern Lodge No. 82, at Minneapolis, Minn. The members of this Lodge, under the magnificent leadership of Brother Frank X. Holl, exerted an influence in the Legislature which achieved the splendid success of which we write. And be it remembered, that the success of Lodge 82 is to exert a potent influence throughout the entire country—for we shall be greatly mistaken if other Lodges of our noble Brotherhood do not emulate the example of Bro. Holl and his coworkers, in making ceaseless efforts, when the Legislatures of their respec-

Digitized by Google

tive states are in session, to show the representatives of the people that the Minnesota. law meets a requirement which can be postponed only by the most flagrant disregard of duty. But, we hold, there is not the slightest necessity for doubting the steady march of healthy opinions, with regard to such legislation as the Minnesota law embodies. Our faith is in the people. The people are loyal to right and justice, and their representatives will enact wise and just laws, if the people show an intelligent earnestness in their demands.

In this case, is it not well to ask who are the people most profoundly interested in the enactment of a Minnesota law by the legislatures of the various states? Are they not the employes of railroads? We unhesitatingly answer in the affirmative for locomotive firemen. If we are right, in this answer, what is the duty of locomotive firemen? Again we answer, when the Legislature of your state is in session, bring your influence to bear upon the members, your representatives and never cease your efforts until success is achieved. You need not expect to be alone in the work; other working men will come to your assistance, and beyond the limits of labor organizations, working men have a host of influential friends, who will gladly do service in a cause that champions right and justice. But it goes without saying, locomotive firemen, and other train men whom the present laws ignore—must be to the front in demanding legislation designed for their protection. They must not say to others, "go in and work out our salvation," but "come on and help us enact righteous laws in the interest of laboring men," and our word for it, they will respond to the invitation. Anything less than this would show a supineness, a lethargy, totally at war with the importance of the subject—and which would prove fatal.

Working men are everywhere unifying for purposes similar to what we have outlined in this article, and only workingmen will be to blame if within the next five years every odious law now upon the statute books, which makes working men the foot balls of corporations, is not wiped out of existence.

RESOLUTIONS AD NAUSEAM.

The *Locomotive Firemen's Magazine* was established for the special purpose of affording the membership of the Brotherhood profitable and entertaining reading.

As the official organ of the Brotherhood, we are required to publish certain statements in each issue, bearing directly upon the operations and interests of the Order, which all the Lodges must have, because all the membership are vitally concerned in the information thus afforded. It is not required that we shall be more explicit. The membership will readily comprehend to what we refer.

To do this, and at the same time make room for matter of importance to the Brotherhood and maintain the literary excellence of the *Magazine*, requires every inch of space at our command, indeed, more than our pages afford, but as any addition of pages increases the cost of publication, the economy of space must constantly be kept in view. As matters now stand, and as they have existed since we have had charge of the *Magazine*, there is one source of embarrassment which ought to be prudently considered and at once and *forever* removed. We refer particularly to the ceaseless flow of *resolutions* from the Lodges upon almost every conceivable subject that is of no *possible interest* to the Brotherhood at large.

If a Lodge receives a gavel, an altar cloth, a bouquet, a banner, a Bible, a lamp, a book mark, a picture, or anything else, and the catalogue could be extended indefinitely, then a committee is appointed, the regulation number being three members, who forthwith hold a meeting and shoot off from two to a half dozen *whereases*, and as many *resolutions*. And in every instance the same old *rigmarole* is gone over. It is *whereas* and *whereas* and

Digitized by Google

whereas, therefore be it *resolved* and *resolved* and *resolved*, eternally winding up with a *resolve* that a copy be sent to the *Locomotive Firemen's Magazine* for publication. To call this monotonous, dull, heavy, foggy, uninteresting, would be *mild*. We find it difficult to properly characterize this feature of our duties. It will be seen at a glance that such transactions of the Lodges are without general interest. It may be well enough for a Lodge to take action when it is the recipient of such tokens of friendship, but it is *purely* an *individual Lodge* matter, and *properly* has no *place* in the *Magazine*, which should contain only such reading as is of *general interest to the Brotherhood* at large.

This flood of whereases and resolutions requires space. If it is admitted, other and valuable matter must be omitted, and the *Magazine* made vastly less valuable to the Brotherhood than it otherwise would be.

Again, the Lodges have drifted into a stereotyped form of writing *whereases* and resolutions upon the death of members which calls loudly for reform. Every conceivable title known to the language is bestowed upon the Creator, and as a general thing, whether it be "Almighty God," "Heavenly Father," "Supreme Ruler," "Grand Master of the Universe," or "Grand Architect," He is always represented as *pleased* when a locomotive firemen dies or gets killed, and that, too, without reference to the cause of his death. We think it is only required to call the attention of the Lodges to this matter to inaugurate a *revolution* in this whole resolution business.

We have been at no little trouble to examine the pages of the *Magazine* for three years, 1883, 1884 and 1885, and 9 months of 1886, and we confess to overwhelming surprise as the figures stare us in the face.

During the term stated, we have published 456 whereases and 1,312 resolutions, requiring 159 columns of the *Magazine*. During that time there have been *whereases* and *resolutions* indicating that "Almighty God" has "been pleased" in the death of 197 locomotive firemen. The announcement is startling. It is replete with horror. It shocks the sensibilities. It can't be possible, and ought never again to appear in print. By referring to the *Magazine*, it will be seen that resolutions have been printed over and over again. The *whereases* are couched in about the same phraseology and are stale and insipid.

Manifestly, it is proper for the Lodges to take action when a brother falls, but let it be done without charging, in resolutions, that God is "pleased." Record the resolution on the books of the Lodge, send a copy to the family of the deceased, but spare the pages of the *Magazine;* or, if it be thought best to have a record of the matter in the *Magazine*, let it be made without a *whereas* or a *resolution*. The simple announcement that A. B., member of such a Lodge, died. These lines will answer any prudent demand, and to this it must come, if the usefulness of the *Magazine* is to be maintained.

But the far more crying evil of the *whereas* and *resolution* business is found in the "resolutions of thanks" that pile in upon us from every quarter. These resolutions are upon every conceivable subject. We have noted down hundreds of them. Here are some of them: Thanks for banners, altar cloths, gavels, bouquets, photographs, pitchers; thanks for helping conduct balls, thanks for mottoes, kind remembrance for loan of hall, for sympathy, for cash, for interest shown by somebody, for altars, mats, loan of regalias, draping charters, tables, tidies, pictures of flowers, clocks, altar spreads, charter frames, book marks, worked mottoes, prints of locomotives, Bibles, artificial flowers, signs, curtains and poles, cigars, boxes and balls, and so on to the end of the chapter, and be it remembered that *not one* of the *whereases*, *not one* of the *resolutions* have, for any one outside of the particular Lodge complimented, any interest in the affair. It is purely local, and yet we have been required, month after month, to burden the *Magazine* with

Digitized by Google

such matter. We earnestly request that such resolutions be discontinued. They have grown to such proportions that every consideration requires their discontinuance. We notice that in the organ of other Brotherhoods the subject is being agitated, and that the demand is imperative for the discontinuance of publication of resolutions of the character we have named.

Finally, in this appeal to the Lodges to discontinue sending such matter as we have referred to to the *Magazine*, we are animated by a purpose to improve the columns of the *Magazine*, and to print such matter as will contribute to the welfare of the Brotherhood. To maintain economy and insure profits our space must be prudently utilized, and such facts we are confident will bring about the reform which it is the purpose of this article to inaugurate.

THE PAN-HANDLE ROBBERS.

To thousands of honest railroad employes, the astounding revelations concerning the robbing of freight cars on the Pan-Handle railroad, between Pittsburg and Dennison, Ohio, and, possibly, farther west, have taxed credulity to the uttermost limit. That there should be, occasionally, a dishonest conductor, brakeman, flagman, or some other railroad employe, is by no means surprising in this age of stealing, when the population of Canada is being daily increased by an exodus of thieves from the United States, representative of the "upper class," educated, "highly connected," and often distinguished for piety. We say, it is not surprising that, occasionally, a workingman should be caught stealing, when such an array of high-life rascalism is constantly before the public. The astonishing feature of the Pan-Handle affair is the number of men involved, and the magnitude of the robberies. In this regard, the case is without a parallel in the history of this or any other country. Fortunately, and to the honor and credit of locomotive firemen and locomotive engineers, *not one* of their number was in any way implicated, nor, so far as we have read, so much as suspicioned. Such facts speak volumes for the integrity of firemen and engineers, as a class, and must, of necessity, add immeasurably to their reputation for integrity and standing as men and citizens.

The value of the goods abstracted from the cars has been variously stated, being at first set down at from $300,000 to $500,000. Evidently, this was an exaggeration. Again, it was stated that the stealings did not exceed the value of $5,000. This was altogether too moderate, but the amount, be what it may, is of little consequence, compared with the fact that a conspiracy, including a large number of railroad employes, had been formed to rob cars, and for a long time defied detection. Evidently, a number of innocent parties have been arrested—mistakes, under the circumstances, scarcely avoidable. Such victims of the detective work will not be injured in character, and the annoyance, however great, could scarcely have been avoided. The stories told by the detectives make facts strong as fiction, and the Pan-Handle robberies will go into history with the most daring of the times.

One of the good results certain to follow the building of a United States navy, will be the expenditure of large sums of money for skilled and unskilled labor. In response to the advertisement of the Secretary of the Navy for bids for big guns and steel armor plates there were four American bidders, showing that America can build the American navy. These bidders propose to supply 1,310 tons of steel gun forging, and 4,500 tons of steel armor plates and appurtenances, for which the cost will be about $5,000,000. It must be a source of pride to American mechanics to know that they can build and equip a navy without drawing upon foreign skill or capital.

Egypt has a bed of solid petroleum, which is said to be a vast improvement upon the liquid article in the matter of transportation.

Digitized by Google

THE CORONER'S VERDICT.

On January 4th, 1887, a collision on the Baltimore & Ohio R. R. occurred near the village of Republic, by which a number of persons lost their lives. The coroner, after hearing all the testimony, rendered a verdict in which he says "that freight engine No. 23 was in an unsafe and unserviceable condition, and that the officials of the road had been notified of this fact, but still allowed it to be used. The engineer of the freight train, Edward S. Kiler, was not intoxicated as charged, but was worn out with sixteen hours and fifty minutes' continuous duty with a green fireman and a poor engine. He had plenty of time to get to Republic from Seneca siding — thirty-eight minutes—but his engine was so poor and leaked so that the fires were put out and it died on the track at the point of collision. The conductor of the freight, L. F. Fletcher, failed in his duty for not flagging the limited express, for he knew the engine had died ten minutes before the express was due. The brakes on the express were inferior and ineffective, for they failed to diminish a speed of forty-three miles an hour more than one-half in a distance of 1,000 feet. The manner of heating and lighting the cars of the express was inferior, unsafe and dangerous, and contrary to the laws of the State of Ohio. Had the lighting and heating been proper the cars would not have been burned and the loss of life would have been very light."

What we desire to note particularly in the verdict of the coroner is this:

"The engineer of the freight train, Edward S. Kiler, was not intoxicated as charged, but was WORN OUT WITH SIXTEEN HOURS AND FIFTY MINUTES' CONTINUOUS DUTY!"

This disaster received from the press the severest criticism. The *American Machinist* says: "The killing, upon this occasion, was homicide, pure and simple." This may be true, and it may also be true that "wholesale murder, if done by a railroad corporation, is not an offense in Ohio," as the *Machinist* suggests, but we are not inclined to discuss such phases of the disaster. Our object is to call special attention to the fact that the engineer was *worn out by sixteen hours and fifty minutes' continuous duty*, and like his engine was *dead*, virtually dead upon the track. Weary, worn, exhausted, physically and mentally, he was totally incapacitated for work, and we assume that the fireman and the conductor were in the same incapacitated condition. It may be proper to discuss the condition of the engine, the brakes and the methods of heating and lighting cars, but why is it that so little attention is paid, or, in fact, no attention at all to the *overwork* of trainmen who have the lives of passengers committed to their custody? Here we have it stated that an engineer had been on contiuous duty for nearly *seventeen* hours. The first thought was to charge him with drunkenness, and escape responsibility by skulking behind a slanderous lie. If it had been shown that the engineer was drunk, the crushing weight of the disaster would have justly fallen upon his head, but he was not drunk, but in a condition scarcely less dangerous, that of exhaustion and incapacity from *overwork*. The question arises, who is to blame for this *overwork* wrong, which, in cases where the faculties are impaired, and rendered unequal to responsibilities, is scarcely less than a crime? Indeed, if the impairment jeopardizes human life, it becomes a crime of frightful enormity. This thing of overwork by engineers, firemen, conductors, brakemen, switchmen and train dispatchers is one of the fruitful sources of railroad disasters. They are all positions of the greatest responsibility, demanding that the mental faculties should be in healthy, vigorous exercise, and when from any cause such is not the case the point of danger is reached, and the time for disasters begins.

Fortunately, this overwork wrong is susceptible of remedy. It is not a difficult task to ascertain, approximately, at least, how many hours of continuous duty on the rail may be endured before a mind, under constant

Digitized by Google

strain, demands rest, and it occurs to us that railroad managers should give to the subject their patient consideration. The B. & O. disaster, of which we write, brings the subject into bold prominence. "Worn out" engineers, "worn out" firemen, and "worn out" conductors, brakemen, switchmen and train dispatchers, in charge of trains, are so many incompetent men managing a business which requires men with all their mental faculties to be in the best working order. In the case of which we write there was a miserable old engine, worn out, unfit for duty, dying for miles, and finally dead on the track, a competent engineer, overworked to incompetency, and like his engine, totally unfit for duty, a conductor who in all probability, like the engineer, was worn out. A time arrived when every mental faculty should have been vital with life, on the alert, in a condition to act quickly. There were only ten minutes between life and death—between safety and disaster. The minutes sped by and the train sped on, until horrors were piled on top of horrors, and a scene occurs which defies description, and every mangled form, and every dying groan then and there became a protest against overwork by men in charge of railroad trains. Railroad managers should at once and forever put a stop to this overwork wrong, this overwork crime, and until it is done the public may anticipate a constant duplication of the B. & O. disaster.

WE are reading much now-a-days about the "Knights of Labor and the Church." The Knights of Labor are seeking to better the condition of working people—and as a consequence are dealing with problems about which the church knows little or nothing, as is shown from the fact that the church, never, as the records show, did anything to solve them. We do not believe in any alliance between church and state, and we believe any interference of the church in the settlement of labor questions, will be fruitful of harm.

DURING the nine months, ending September 30, 1886, the number of persons killed and injured by the railroads of the United Kingdom of Great Britain, amounted to 685 killed and 2,522 injured, as follows: "Passengers—from accidents to trains, rolling stock, permanent way, etc., 8 killed, 442 injured; by accidents from other causes, 63 killed, 516 injured. Servants of companies or contractors—from accidents to trains, rolling stock, permanent way, etc., 3 killed, 57 injured; by accidents from other causes, 295 killed, 1,359 injured; persons passing over railways at level crossings, 66 killed, 22 injured; trespassers, including suicides, 213 killed, 66 injured; other persons not coming in above classification, 37 killed, 60 injured." This is equal to 893 killed and 3,496 injured for one year, or a total killed and injured for one year of 4,389 persons. Great Britain and Ireland have about 20,000 miles of railroad and the United States about 130,000. Now, if railroad accidents were as numerous and as fatal in the United States as in Great Britain and Ireland, then our killed and injured annually should give a sum total of 28,528. Our showing is much better than that, indicative, that we Yankees understand railroading quite as well as our British cousins.

NATIONAL pride is prudently flattered when the British railway magnates adopt Yankee notions in the construction of cars, and this is being done on a number of the British railways. We are told that the Caledonian Railway Company has just added a family saloon carriage which contains luggage and lavatory accommodations, a portion set apart for servants, and two elegantly furnished saloons, one for ladies and the other for gentlemen. This is a step beyond the usual stuffy little compartments, and the lavatory accommodations are particularly a "Yankee notion." Other roads are adopting American ideas, and in every case they are adding to the advantage of the roads, because they are popular with the English people.

Digitized by Google

OLD Connecticut, the land of "steady habits," has put a stop to running "Sunday trains" between the hours of half-past 10 A. M. and 3 P. M., "excepting in cases of urgent necessity, or mercy." Before 10:30 A. M., and after 3 P. M., the only trains permitted, are those, (to quote from the first section of the law), "carrying the United States mail, and such other trains or classes of trains as may be authorized by the Railroad Commissioners of this State, on application made to them on the ground that the same are required by the public necessity or for the preservation of freight." It will be found, we conjecture, that Connecticut will have an immense amount of *necessary* and *merciful* railroading to do, while the law remains on the statute books, and we further surmise that a great deal of freight will have to go forward on Sunday, to save it from *spoiling*.

Here are two more sections of the law:

Section 2 of the new law prohibits the handling of freight from sunrise to sunset, except from necessity or mercy. Section 3 fixes the penalty for violating the foregoing sections at $250 in each instance.

Section 4 is aimed squarely at the Sunday excursion traffic. It provides that no passengers shall be carried on any of the trains which are allowed by the first section "for less than the highest regular fare collected on week days, and no commutation, special bargain or season or mileage ticket shall provide for any travel on said day, under penalty of $50 for each violation.

The foregoing Section 4, says the *New York Herald* "is clearly for the benefit of the railroads. Reading between the lines it would appear that if the railroad officials permit themselves to be so wicked as to run Sunday trains, they propose at least to make all the money they can out of the passengers who are so wicked as to want to ride. It will be rough on some of the commuters doing business in New York and living in Connecticut.

Now, we predict that the Connecticut Sunday railroad law will be short lived, simply because it is in conflict with the spirit of the age. It will be observed, that trains carrying the U. S. mails must go. Why? Because business demands that they should go, and business is business, whether it means the carrying of letters, merchandise or people—and as sure as fate, the railroad managers of Connecticut will see to it, that business is not blockaded ten or a dozen hours, once a week in that sublimated state. Now, it is quite probable that the world is moving too fast, but it has got under such headway that it will be calamitous to stop it, and we doubt very much, if Connecticut is big enough to arrest its thundering speed perceptibly. But it is shown that the Connecticut Legislature aims a deadly blow at Sunday excursions—that its purpose is to put a stop to them; why? What is there essentially or inherently harmful about them? Take a thronged city in midsummer. Look at the thousands of toilers who work six days of the week ten hours each day. When Sunday comes these toilers yearn for a few hours away from the dust, and heat, and languor of a great city; they sigh for the fresh air, the green shades of the country; but Connecticut virtually says, they shall not go unless they can walk or hire a team. The rich may go, they have the cash, can pay full fare, but the poor, if deprived of the cheap excursion train, must remain at home. We think such legislation is in the wrong direction. It is not in consonance with "life, liberty and the pursuit of happiness." It is not healthful legislation, and if it has for its purpose the making of men more moral or religious, it will be found to have missed its mark. God made the country and man the city. "The trees were God's first temples," and there are volumes and sermons in rocks and running brooks. There is a form of worship acceptable, outside of cathedral piles, and in the country, by babbling brooks, in the forest—in the open field among the flowers, there is worship as devout as is known within church walls. Connecticut has a history for peculiar laws, and she seems determined to have more of it without regard to consequences.

Digitized by Google

MONUMENT TO A FIREMAN.

The act of the Brotherhood of Locomotive Engineers in erecting a monument to the memory of the late Bro. George P. Dye, of Excelsior Lodge, No. 11, of our Order, was a most graceful tribute to a worthy man and deserves the highest commendation. Bro. Dye was firing the engine that pulled the special train from Easton to Scranton, in September last, on the occasion of the union meeting of the Brotherhood of Locomotive Engineers in the latter city, and on the return trip the train collided with another train and the unfortunate fireman lost his life in the wreck. The engineers were sorely grieved over the distressing affair, and at once set to work to pay proper respect to the memory of the dead fireman. This resulted in the erection of a magnificent monument, at a cost of over $400, which bears the following inscription:

"Erected by the Brotherhood of Locomotive Engineers, in memory of George P. Dye, born December 15th, 1864, member of Lodge 11, B. of L. F., who met his death in an accident on the L. & S. Railroad, September 5th, 1886."

This act of the Brotherhood of Locomotive Engineers will receive, as it deserves, the heartiest commendation. It bears the evidence of warm-hearted sympathy for an unfortunate fellowman. It is a generous tribute to a fallen brother, and the monument will serve the double purpose of commemorating the noble deed of the living, as well as the sad memory of the dead. Such examples of affection and devotion inspire us with feelings of the loftiest admiration and the *Magazine* voices the sentiments of the entire Brotherhood of Locomotive Firemen when it acknowledges this tribute of the Brotherhood of Locomotive Engineers with expressions of profound appreciation and gratitude.

THE Baltimore & Ohio R. R., from all accounts, will continue to be managed by Mr. Garret. It is a great property, and according to accounts, stands first on the list of American railroads in the estimation of English capitalists.

VERY few people, we imagine, have any proper conception of the solid intelligence of working men. The real, or so called intelligent or educated men—those, we mean, in no wise identified with working men—seem to have lost sight of the fact of the half million public schools in this country, where the children of working men have been educated, they lose sight of the fact that our libraries have been multiplying, and that books and magazines and newspapers are abundant and cheap. Moreover, they have evidently made no note of the fact that in these latter days mechanics are among the best informed people upon all industrial and economic questions. Said the Rev. Dr. T. Edwin Brown, of Providence, who speaks from full knowledge: "The assertion is ventured, without fear of contradiction, that if one thousand average working men and an equal number from the so-called better educated classes are compared, it will be found that those who have read, discussed and formed very decided opinions on economic questions, will be fifty per cent. greater in number among the working men than among the other class." "I will tell you here, gentlemen," said John W. Britton, of the New York firm of Brewster & Co., before the Senate Committee on Education and Labor, "that a half dozen men picked out from the various branches of a business like ours will show you an amount of wisdom and intelligence that will surprise most employers. The difficulty is that employers look upon men who work for their daily wages as inferior people. I have in my employ men who can teach me." Such declarations speak volumes to the credit of working men and it will be worth while for those who have hitherto banked upon the ignorance of working men to change their tactics and programmes. Working men of to-day are the most serious students of practical affairs to be found. Hitherto, the favored few have controlled public sentiment, and working men have fallen into line, without protest. That day is forever gone, in the United

Digitized by Google

States. In the future, the mind forces of working men will be brought into play, and old things, the relics of barbarism, ignorance and prejudice will pass away.

MR. THEODORE WEST, a distinguished English engineer, not long since read a paper on the American locomotive, at a large engineering meeting in England. Mr. West, in the course of his remarks, said that he had "traveled pretty extensively in the States and Canada. We admire, exceedingly, and respect the Americans for their enterprise, skill, and versatility of inventive faculty as much as we have reason to feel grateful for the courtesy and hospitality shown to us. A nation that has constructed 137,000 miles of railroad, over all sorts of country, full of engineering difficulties, that possesses about 20,000 locomotives, and up to 1875 had taken out some 4,000 patents for inventions in railway machinery, may well be credited with ability equal to our own in these matters, however different may be its ways and the superficial appearance of some of its appliances." Such compliments are of great value to America's skill and enterprise, and contribute largely to the sale of American locomotives, now unrivalled for speed, beauty and durability.

SOME time since the Brotherhoods of Firemen, Engineers and Brakemen concluded to ask for an advance of wages on a number of the roads in the Eastern and Middle States. The movement was kept a profound secret until the time for action arrived. The case was then presented to the management, and a respectful consideration of the matter was accorded, and the advance was agreed to. The leader in the advance of wages was the Delaware & Hudson Canal Company, since when it has extended to several other roads under circumstances alike creditable to employer and employe. Such things are in the line of harmony and the largest possible measure of success.

AT the forthcoming American exhibition in London, a house two and a half stories high covering a space 42 feet by 50 feet, and constructed entirely of materials manufactured from straw —foundations, timbers, flooring, roofing, sheathing, everything, including chimneys, all fire and water proof, will be on exhibition, and is expected to astonish the world. The inside finish of the building will be in imitation of choice woods, such as mahogany, rosewood, walnut, maple, etc., the imitations being perfect. It will be a Philadelphia advertisement, where it is now building, and will show which way and how strongly the industrial and inventive wind is blowing in the City of Penn and Brotherly Love. Manifestly the world is rapidly approaching the age of straw and paper.

DR. HANAFORD expresses some peculiar views on the subject of strikes. He thinks that men should never strike unless there is some definite object to strike at or for something justifying the effort. The Doctor wants everybody to strike at tobacco, because it costs the country annually $400,000,000—and he wants everybody to strike with all their might at intoxicants, because they cost the country annually $800,000,000. He would have men strike at this expenditure of $1,200,000,000, and believes the strike would result in a vast increase of prosperity and happiness.

ANDREW CARNEGIE, the great Iron King, recently presented Division No. 325, B. of L. E., located at Pittsburgh, with a check for one thousand dollars, in recognition of the honor conferred in having the Division named after him. Such princely liberality is deserving of the highest commendation.

THE Boston & Albany Railroad has found it possible to light their trains by electricity, as in a car run all night over a circuit of twenty miles ten twenty-five candle power incandescent lamps were maintained besides a light on each platform. Further experiments will be made.

Digitized by Google

ACCORDING to the latest calculations, it is shown that the total of the sun's heat is equal to that which would be required to keep up 476 millions of horse power, and that in so far as the question of sustaining life on this globe is involved, the sun will be equal to all requirements, for 10,000,000 years longer. All of which is entirely satisfactory.

IT is reported that the Pennsylvania Railroad Company has put its own construction upon the Inter-State Commerce law, and has informed heavy shippers that they cannot have stipulated rates on their shipments guaranteed during the coming season. This decision is regarded as premature, since in the the first place there is nothing in the Inter-State Commerce law requiring rates to be raised, and if they are raised it is done to suit the railway's own exigencies, and in the second place the law will not interfere with rates within the limits of the Pennsylvania road proper. It is also reported that the brakemen on the Pennsylvania road were told that the law would prevent any increase of their pay, as it impaired the ability of the road to earn dividends.

It was at one time thought proper to refer to men who had gained distinction, and who were not born with a silver spoon in their mouths as being sons of "poor but respectable parents." The phrase is going out of use, and it is thought to be important now, to say, "of *rich* but respectable parents."

IF I SHOULD DIE TO-NIGHT.

If I should die to-night,
My friends would look upon my quiet face
Before they laid it in its resting place,
And dream that death had left it almost fair;
And laying snow-white flowers against my hair,
Would smooth it down with tearful tenderness,
And fold my hands with lingering caress.
Poor hands, so empty, and so cold to-night!

If I should die to-night,
My friends would call to mind with loving thought
Some kindly deeds the icy hands had wrought:
Some gentle word the frozen lips had said;
Errands on which the willing feet had sped:
The memory of my selfishness and pride,
My hasty words would all be put aside,
And so I should be loved and mourned to-night.

If I should die to-night,
E'en hearts estranged would turn once more to me,
Recalling other days remorsefully.
The eyes that chill me with averted glance
Would look upon me as of yore, perchance,
And soften in the old familiar way.
For who could war with dumb unconscious clay?
So I might rest forgiven of all to-night.

Oh, friends, I pray to-night,
Keep not your kisses for my dead cold brow,
The way is lonely, let me feel them now.
Think gently of me; I am travel-worn;
My faltering feet are pierced with many a thorn.
Forgive, oh, hearts estranged, forgive, I plead!
When dreamless rest is mine I shall not need
The tenderness for which I long to-night.

—*Henry Ward Beecher.*

Digitized by Google

DIFFUSION AGAINST CENTRALIZATION.

Only a brief examination into the governmental structure of the despotisms and monarchies of the old world is required to show us that the one predominating idea on which these governments are founded is the principle of centralization. They centralize power, property, education, and respectability, and trade and commerce also, as far as their free and adventurous spirit can be subjugated. Consequently, Great Britain exists in London, France in Paris (before the Republic and to a great extent even yet,) Austria in Vienna, Russia in St. Petersburg, and Germany in Berlin. These great cities are the focus into which everything tends and the centres from which all things irradiate. Blot out London, and Britain is a monster without a head; raze Vienna, St. Petersburgh, and Berlin, and Austria, Russia, and the German Empire are each without a government. In the constitutional and limited monarchy of England, the free and progressive spirit of the Anglo-Saxon race has to a great extent worked out its own redemption and certain qualifications give to the commoner the right of suffrage. In monarchies the laws of primogeniture and the entailment of estates forever prevents the diffusion of wealth, and it must by *law remain centralized among the few*.

The law of primogeniture was one of the first great aggressions upon labor. It gives all of the realty and a large share of the personal property to the eldest son, thus keeping the bulk of the estate indivisible and in the hands of a single person. Then follows the law of entailment which secures the estate to each eldest son in succession to the end of time. Unborn heirs are to a certain extent parties to the contract of entailment, so that none of them have the power of alienation. The intention of the law to centralize all property is evident, and that too, for the shameful purpose of building up, and maintaining a few aristocratic families at the expense of the degradation of the people. The mass of the people are born to an inheritance of servitude, for they have been defrauded of the soil on which they stand by partial legislation and iniquitous laws. They look backward through ages of oppression through which their ancestors have suffered from the same causes, and forward to a cheerless future through which their offspring must endure the same domination. If they grow seditious, the civil and military force of the government is already organized for subjugation. If open resistance is manifested, it was anticipated before they were born, and statutes and penalties have already been enacted against the days of their disobedience. In the principal monarchies of Europe the tendency is to centralize knowledge and lock it up from the mass of the people. It is centralized in the universities, in the privileged and wealthy classes; in the learned professions, and in the limited body of scholars. The mass of the people are excluded. Education such as these countries afford is too expensive for their means, too remote from their positions, and too inconsistent with the hereditary degradation of their condition. It is because these governments are in the hands of the privileged classes, and are administered for their benefit. Education reveals both the injustice and usurpations of aristocracy; it is therefore pronounced contraband for the masses. It is not from stinginess, but it proceeds from principle—knowledge unfetters the mind and lets in upon the human soul a consciousness of its dignity and its destiny. It raises the vassal into a freeman, and the ignorant rustic into the fearless champion of human rights. Popular education and tyranny cannot dwell together. Is it then remarkable that few of these countries have a common school system? Respectability is monarchical and aristocratic government is a monopoly. It is appropriated in the sum total by the privileged classes by whom it is afterwards doled out in stinted measures to the wealthy and educated classes below them. The idea of respectability among the mass of the people is an absurdity. Servility and cringing deference are branded on their foreheads. To the aristocrat the chief value of respectability lies in its exclusiveness, in the vast difference which separates the select few from the many. In the governments of Europe it is to the privileged classes the people owe nearly all their oppression and

Digitized by Google

their degradation. Their kings and queens are nothing in influence when compared with the systematic and powerful organization of the aristocracy. We have thus hastily glanced at this system of centralization and we can easily foresee that this condition of things must forever subject the people, the children of toil, to continued poverty, and poverty withers up the kindly affections, weakens integrity, annihilates self-respect and fills the mind with recklessness. If you would drive every particle of manliness out of the human soul, create and maintain such institutions as will keep the mass of the people at the starving point, and you will accomplish it after the European fashion, then you can have as many beggars as all your charitable institutions can relieve and as many soldiers and Pinkerton assassins as the government will require for the prosecution of order. Our fathers, when they founded this Republic understood perfectly well the grievous abuses of the old governments of Europe and the institutions by which they were engendered and perpetuated. Hence they swept away in the first instance hereditary sovereignty and substituted a representative democracy, thereby effecting the most complete and universal diffusion of political power; every citizen, no matter how poor or obscure he may be, is a free and independent elector with the right of self-government, the highest political privilege ever enjoyed by a human being since human government began. In no respect is the tendency to diffusion in our primary laws more remarkable or more beneficent than in relation to property, and thus we find that while individual efforts are always put forth to centralize wealth, the law is constantly aiming at its diffusion, and, as we have no laws of primogeniture or entailment, the spendthrift heir to vast estates, on attaining his majority may find them in the hands of many creditors; so that, instead of remaining forever centralized in the possession of one family, it becomes diffused and diverted into a thousand channe's. The diffusion of knowledge is one of the primary and absorbing ideas of the American mind. This idea has been left to work out its own results without distrust and without hindrance. Popular education has always been one of the most successfully advocated subjects in all our legislative councils, and it is the intention of the law that the acquirement of a sound, practical education shall be placed within the reach of every child of the Republic. As to respectability the ruling idea of our system is that it attaches to every intelligent and law-abiding citizen, and among true men is always measured by the degree of general integrity and worth, which is the only rule of estimation which can be founded upon principle. In the hope of arousing your attention to the importance of this subject in its direct communication with the interests of labor lies my only excuse for thus occupying your attention in attempting to show that these two great antagonistic ideas are among the ruling principles of all human governments and to portray, though it may be in feeble terms, their all powerful influence in shaping and controling the destinies of man. One is the natural ally and stronghold of tyranny and wrong, while the others stand forth as the great source of equality and justice among men, and one of the most important aids to the advancement of civilization and human happiness. By all our traditions and memories of the noble endeavors, the patient endurance, and heroic achievements which glorify our annals as a nation, of the life and treasure freely given to secure and maintain our liberties, by all our aspirations and hopes for the welfare and happiness of ourselves and our posterity, for the power and greatness of our country, let us foster and defend this great principle of diffusion as a permanent safeguard against oppression, and regard with hostility and disfavor any general attempt at centralization in any sphere or department which public sentiment or legislation can control. But in this regard how are we going and what are the facts? Already these many years, seemingly unconscious of impending peril, have our people encouraged and legalized aggregations of wealth, which by the absorption of smaller or rival enterprises, together with the robber's device of watered stock, have at last assumed proportions more colossal than the world before has ever known. At first the glitter, the

Digitized by Google

parade, and grandeur of these vast combinations tickled the fancy, allured the imagination, and excited the applause of all beholders. The masses of the people however, soon realized the fact that centralized wealth meant centralized power, and that the power thus obtained was being exerted to inflict upon the industrial interest of the country overbearing domination and grievous wrong. Labor, slow to arouse, awakened at last and stood appalled at the gigantic power of the offspring of its own hands, now arrayed in wrath, with a pitiless purpose for its subjection. Confronted thus, labor appealed, but in vain, even to be heard for the right. Centralized wealth and power had possession of all the avenues to the public ear, and controlled all the agencies which create and maintain popular opinion and judgment, the pulpit, the rostrum, the press, and the courts. The man in the pulpit could only repeat the injunction, "Servants obey your masters." The orator harangued the multitude on the dignity and nobility of labor, said that "man must earn his bread by the sweat of his brow," talked about the mutual dependence of capital and labor, sounded his praises of the man with the big pocket book and finally counseled submission on the part of labor "just for that once 'till times got better." The press declared that in all probability the capitalist, with all his intelligence and respectability, knew what he was about full as well as the rabble whom *he had kept alive by giving them work*, said that the appeal was a menace to society, and savored strongly of anarchy and communism, and ended by denouncing the movement as a conspiracy against law and order. The courts agreed that conspiracy was a felony, punishable by fine and imprisonment and that settled it. The wage-worker, dazed, bewildered, and nearly overwhelmed by the magnitude of the forces which threatened the prosperity and happiness of himself and the loved ones at home, his cry for relief unheeded except by scorn, his faith and hope in truth and justice ebbing low, turned at last almost in despair, and gazed with pallid cheek and eager inquiry in the face of his fellow workman. The mute question conveyed in that wistful glance was this: "can you and I depend upon and *trust* each other?" and in the outstretched arm and open palm came the mute reply "we *must* and *will*, now and forevermore."

That silent compact, born of haggard necessity, and nurtured through many years of poverty and peril at last has borne noble and lusty fruit, and across this continent to-day, from north to south, from east to west, a common brotherhood of labor now stands unabashed in the presence of courts and senates and *demands* justice and fair play, and no more. Labor is rapidly coming into vigorous manhood and is learning how to vote, and when the grand army, fully organized and equipped, moves on the ballot box, who shall doubt the result? Labor has filled the marts of the earth with merchandise, its granaries with abundance, and the world with wealth; and who shall question its ability to make wise and just laws, laws which shall guard against the tendency to centralization in any direction and circumscribe the power for evil of monopolies already in existence. There is an inherent tendency in capital to accumulate into masses, which, when strengthened by partial legislation works out infinite mischief to the people. Capital is very apt to encroach upon labor and to seize every opopportunity to dictate the terms and conditions of service. Capital is crafty and overbearing, has quick perceptions and thrifty cunning, and can always afford to wait for its opportunities; while labor is patient, unsuspecting, and often in necessity. In every government legislation should watch over the unprotected interests of labor and at the same time curb the avaricious and hungry appetite of capital. No government is worthy of the name which suffers capital to reduce labor to dependence, or to force from it by necessity what it could not yield if uncoerced; for capital has the surest fortune. It can rest when labor must be busy, it can contrive when labor is too much occupied to think, it lives in abundance when labor is often writhing in destitution. And I implore you to remember that it makes no difference whether the victory is obtained by capital over labor by general institutions such as we find in monarchies, or by the power of centralized wealth. We must also

Digitized by Google

create laws which shall prevent the centralization of land ownership in the hands of foreign or domestic syndicates and to place all taxation alone upon land values. Many are the evils, my friends, which are preying upon the body politic, and many reformers are in the field, each one apparently convinced that his alone is the reform necessary to accomplish the millenium.

Therefore, do not let us regard with uncharitableness those whom we may find arrayed in hostility to our interests, and lay aside, as far as failing humanity will enable us, the prejudices and jealousies common to our natures, and which must tend to obscure our judgments and distract our councils. We must also exert our energies to the purpose of securing the assistance of the press as an avenue through which to influence popular sympathy in our favor and convince the world of the justness of our cause. How to deal with the press has always been the great puzzle of monarchies; uncorrupted, it is an agent of terrific power, eager for liberty, and without it, never at rest. It draws forth every principle, explores every doctrine, and searches every crevice of society. With *truth* for its aim, and sagacity for its guide, it makes vast havoc in the domain of ignorance and spreads consternation through the high places of power. Tyranny sits insecurely in its seat when the press is suffered to thunder its defiance and examine the foundation of its authority.

For the present, our exertions in the interests of labor may reach in their results, far short of our most sanguine hopes, but if we are only true to ourselves and our country, as we drift away down the river of time, and disappear, one by one in the great ocean of the unknown, we may go with the consciousness that we have not lived in vain, that we have assisted in casting forth upon the tide of human affairs a pebble, which shall arouse a wave whose circle shall widen and extend to the remotest shore, overturning in its course the barriers of tyranny and injustice with which the few have ever surrounded the many, since men have bought and sold, since labor has enriched and beautified the earth, since man has had a record. *W. D. Robinson.*

For the Magazine.

A MAY REVERIE.

I'd like to stray by the winding way
Of some bright shining river;
Where I'd watch its tide and wavelets glide
In their onward course forever;
Thus the whole day long I'd list' its song,
As it flows 'neath sun and shadow,
By open glade, and sombre shade,
By woodland, hill and meadow.

The supernatural vine, mirrored 'neath its foam,
Like a banner broad, unfurled,
Would a picture unroll to the wavering soul
Of a brighter, happier world.
Its gentle song, as it rolls along,
Like a spirit tone, sad-hearted,
Would soothe the soul of the doubt and dole,
And speak of a time departed.

Oh, for a day! for such a stray,
When the sun is brightly shining,
When earth is green and skies serene,
And all is gay and sprightly;
To roam beside some murmuring tide,
Mid-day, or silent even;
With a mind at ease, with thoughts that please,
In converse sweet with heaven.

—*George E. Eby*

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

Levers and their Uses.

No. IV.

According to previously indicated intention, let us now consider the properties and advantages to be derived by the use of levers three of the different kinds, into which all levers are divided. As before stated, a lever of the first class is one where the weight to be moved is at one end, the power is applied at the other end, and the fulcrum or "bait" is between. The advantage of this lever is in the fact that in usual practice there is a longer and a shorter arm, or in other words, the distance from the fulcrum to the power is greater than the distance from the weight to the fulcrum, for if it were not, it would take as much power to move a weight as the weight itself—as may be seen by examining a pair of ordinary weight counter scales, where weights placed on one arm of the scales (which are really a lever of the first class with equal arms), are balanced by the same weight of groceries or goods on the other arm of the scales. In order therefore to gain any advantage, the arms of the lever must be unequal, and in proportion as the arms differ in length, so will the apparent advantage of the lever be developed. Take a lever 11 feet long, place a weight of 1,000 pounds on one end, with a fulcrum 1 foot from the weight. If a power of 1,000 pounds were applied to the lever 1 foot from the fulcrum on the long arm of the lever it would move the weight, for the power would have the weight of the long arm of the lever to help it. Again if 500 pounds of power were applied 2 feet from the fulcrum, it would move the 1,000 pounds weight; while 250 pounds of power applied 4 feet from the fulcrum would also move it. If the power were applied 5 feet from the fulcrum, it would need but 200 pounds; while even 100 pounds placed on the extreme end of the lever, or 10 feet from the fulcrum, would be enough to move the 1,000 pounds at the other end. The advantage of using levers is obvious, but that no power is really gained ought also to be understood. We have used a 11 foot lever in illustration, and have stated that 100 pounds can move 1,000 pounds with it, but suppose that the 1,000 pound weight were lifted 1 inch, the 100 pounds of power would have to move 10 inches, and while the power has moved ten times its weight, it had to move ten times as far. The same rule, of course, holds good for feet, as well as inches traversed, and thus we find that whenever a smaller power moves a weight the power has a proportionately greater space to move over, and that the distance the weight is moved, multiplied by the weight itself, equals the power multiplied by the distance it has moved in moving the weight. As above 1,000 pounds moved one inch, equals 100 pounds moved 10 inches, the result of multiplication being 1,000 in each case.

In a lever of the second class the fulcrum or "bait" is at one end, the power is applied at the other end, and the weight is between these two points. Suppose we use a lever also 11 feet long for this illustration, and support one end on a firm fulcrum. Now place a weight of 1,000 pounds on the lever 1 foot from the fulcrum, and apply power 1 foot from the weight, and it will take only 500 pounds to lift the weight, because, as the weight is just half way between the fulcrum and the power, each will have to sustain half of the weight. When the power is applied 2 feet from the weight, the advantage becomes as three is to one, because the power is applied 3 feet from the end, while the weight is only 1 foot from the end, hence 334 pounds at this point will move the 1,000 pounds weight. At 4 feet from the fulcrum, it will take only 250 pounds; at 5 feet, 200 pounds; at 8 feet, 125 pounds; at 10 feet, 100 pounds; and at 11, feet 91 pounds will suffice to move the 1,000 pounds. It appears by this that a lever of the second class will give a little more advantage for it uses the fulcrum at the end, and thus its whole length comes into play, while in a lever of the first class, it takes 1 foot on one side of the fulcrum, to balance the 1 foot on the other side toward the weight, and this virtually shortens it just that much. Now, again let us look at the movements of the weight and the power, and we will find that the same relations still prevail, for if the weight is raised one inch, when it is placed 1 foot from the fulcrum, the power applied 2 feet from the fulcrum will have to move 2 inches; as this power was said to be 500 pounds we find if we multiply it by 2 it equals 1,000, just as the 1,000 pounds multiplied by 1 also amounts to 1,000. In the same ratio we find that 3 feet multiplied by 334, also amounts to a trifle over 1,000; 4 multiplied by 250 equals 1,000; 5 by 200 equals 1,000; 8 by 125 equals 1,000; 10 by 100 equals 1,000, and 91 by 11 equals a trifle over 1,000. The relative proportions between movement and weight ever holds good, and we find that the smaller the power, the longer the lever must be, and the larger the space which the power must traverse in order to move the weight any given distance.

We will now proceed to the consideration of levers of the third class, that is, those having the fulcrum at one end, the weight

Digitized by Google

at the other, and the power between. This class of levers is not very often used in any machines, except where it is necessary to produce a very quick movement without regard to the greater amount of power it takes to move the weight. As the fishing-rod has been mentioned as an illustration, let us suppose we have one 12 feet long and that we have just caught a trout weighing 2 pounds. The line is attached to the end of the pole, the other end of the pole is in one hand as a fulcrum, and the power if applied by the other hand 2 feet from the end. We will find that it requires a pull equal to 12 pounds to haul in the 2 pound fish because the fish has six times as long a leverage as the hand, but again we find that while the hand moves perhaps 4 feet the fish has to move 6 times as fast or about 24 feet. Now, multiply 4 feet moved by 12 pounds pull of the hand and the result is 48 foot-pounds and 2 pounds of fish by 24 feet distance, again equals 48 foot-pounds and we see that even here no power is lost or gained, for the weight moved multiplied by the distance moved ever equals the power applied multiplied by the distance the power has moved, and hence we assume that we have shown that, in spite of common opinion, no power is gained by levers, but that it is only applied to advantage by their use.

PHILADELPHIA, PA., March 29, 1887.

MR. EDITOR: The matter of "the hammer blow of a locomotive's driving wheels" has now assumed such an important place in connection with the Vermont accident at "White River Junction" on the Central Vermont R. R., and the more recent one on the Boston & Providence R. R., at Bussy bridge, and also a direct relation to the many broken rails of the past winter, that I introduce the authorities and illustrations relating to that subject at this time, instead of the article which I had intended at the time I wrote the one for the May *Magazine:*

AUTHORITIES ON THE HAMMER BLOW OF A LOCOMOTIVE'S DRIVING WHEELS.

FEBRUARY 15th, 1887.

A recent newspaper paragraph, prior to 1878, says, that from tests made in France, "that a forty-five (45) ton engine, at fifty-five (55) miles an hour, struck with her drivers at each revolution a blow of ten (10) tons upon rails and bridges."

The following is taken from the *Scientific American* of October 6th, 1877:

"*Locomotive Wheel Sliding.*"

"M. Rabeuf, in a recent communication to the French Academy of Sciences, now states that he has investigated a series of facts which lead him to consider that sliding is a phenomenon much more general and more complex than is generally supposed. These tests and investigations were made upon the line of the French Northern Railway, May 1st, 1877. The conclusion of these is summed up in two quoted paragraphs:

"This should correspond with a velocity of the coupled wheels, says M. Rabeuf, of three hundred and three turns per minute. Now the actual rotation was three hundred and sixty turns in the same period. They slid, therefore, on the track, and hence the velocity of translation should have been over seventy-five miles per hour, when in fact it was only sixty-two."

* * * * * * * * *

"It averages, therefore, 20 per cent., so that its suppression, if possible, would result in considerable economy in consumption of fuel and wear and tear of rails and tires. M. Rabeuf assigns no cause for the phenomenon."

"*Shocks on Railway Bridges.*"

The following quotations are taken from a paper read by John W. Cloud, Esq., of Altoona, Pa., late Engineers of Tests, now Mechanical Engineer of the Pennsylvania Railroad Company, before the American Institute of Mining Engineers, Philadelphia, Pa., February, 1881, entitled "Shocks on Railway Bridges."

"The delivery of blows upon roadway structures by the locomotive engine at high speed, although long recognized, has, perhaps, not been as generally understood in severity, relation to speed and cause, as is desirable in matters of such importance. Some points of explanation, with illustrative diagrams, are, therefore, submitted to your attention, preparatory to a note on 'Steel for Bridges,' also submitted."

* * * * * * * * *

"This additional counterweight is usually divided equally between all the driving wheels, and in the case of a Pennsylvania Railroad standard locomotive, class 'B,' it requires an addition of counterweight to each wheel equivalent to 300 pounds, at a distance of twelve inches from the wheel center, to properly control the motion." * * *

"It will be seen that from this cause there results an increase of 6280 pounds above the normal, and a decrease of the same amount below the normal, in the weight of each driving wheel upon the rail at every revolution at the assumed speed of fifty miles per hour, and this cycle is repeated four and one-fourth times every second, so that it is a series of quick blows of a magnitude of 2x6280=12,520 pounds; it is needless to add that for other speeds this will increase or decrease with the squares of the speed, and, at sixty miles per hour, it will be forty-four per cent. greater."

The class "B" Pennsylvania Railroad Locomotive referred to by Mr. Cloud has eighteen by twenty-four (18x24) inch cylinder, five feet eight inch (5 ft. 8 in.) drivers, and at a speed of a mile a minute strikes a hammer-blow, with two drivers, upon rail and bridges of nine (9) tons and twenty-eight (28) pounds at each revolution of the wheels, and in one second of time, forty-seven (47) tons, one hundred and forty-three (143) pounds; in one mile, two thousand eight hundred and twenty tons (2820) tons.

Assuming Mr. Cloud's basis to be correct, the speed sixty miles an hour, the average annual mileage twenty thousand (20,000) miles, then the sixty-six thousand locomoties of the world strike unnecessarily, *as we believe*, three trillion seven hundred and twenty-two billion nine hundred and sixty-six million two hundred and eighty thousand (3,722,966,280,000) tons.

"*Vibrations in Bridges.*"

Prof. S. W. Robinson, Professor of Mechanical Engineering, Ohio State University, Columbus, Ohio, writing to the *Scientific American Supplement* for April 21st, 1883, on the subject, "Vibrations in Bridges," assuming Mr. Cloud's calculations as correct, uses this language: "Hence the cumulative action more than doubles the strain on the bridge. From this it appears that an iron bridge, calculated for the usual statistical strain of 10,000 pounds per square inch, would, from the additional cause now considered, be strained to 25,800 pounds per square inch; a strain which is up to the elastic limit, and hence such a bridge would be in imminent danger of destruction."

F. W. Webb, Esq., Superintendent of the London and North-Western Railway and inventor of the Webb Compound Engine, in use on that road, adds his authority to the quotations here given, in these words:

"Among the advantages we get in a coupled engine with a crank axle is a better distribution and balancing of the reciprocating masses without hav-

Digitized by Google

ing to use such enormous balance weights in the wheels, which our experience shows have a very bad effect in getting flat places on the tread of the tire, and consequently more hammer blow effect upon the rails."—*American Journal Railway Appliances, Nov. 1st, 1884. Page 220.*

Professor S. W. Robinson, of the Ohio State University, read a paper of thirty-two pages before the American Engineering Association at Deer Park, in June last, in which he states that as Bridge Inspector of the Ohio Railway Commission, he had made in the winter of 1885, 198 tests upon railway bridges in the State of Ohio, and he further says that 28 per cent. of their deflection and vibration is due to the counterbance in the present standard type of locomotives.

Action of The Franklin Institute and The American Railway Master Mechanics' Association, upon the Subject Matter of The Hammer Blow of a Locomotive's Drivers.

Resolutions passed unanimously at the Annual Convention of the American Railway Master Mechanics' Association, Washington, June, 1885:

Resolved, "That a committee of five be appointed by the Chair, to consider and confer with a similar committee of the Franklin Institute, looking to the weighing of the hammer blow,[a] at the coming Novelties Exhibition of the Franklin Institute. Should such test, for any cause, fail to be made, then the committee shall refer the data obtained to the committee on subjects to be considered at the next annual meeting, as one of the subjects to be considered at that meeting."

Under the above resolution the following gentlemen were appointed the Joint Committee of the two bodies named therein:

By the Frankin Institute—Prof. P. H. Dudley, of the Dudley Dynograph and Track Inspection Car, N. Y.; Theo. N. Ely, Esq., M. M., General Superintendent M. P., P. R. R., Altoona, Pa.; Prof. S. W. Robinson, Professor Mechanical Engineering, Ohio State University, and Bridge Inspector of the Ohio Railway Commission, Columbus, Ohio; Edward Longstreth, Esq., M. E. of the firm of Messrs. Burnham, Parry, Williams & Co. (Baldwin Locomotive Works), Philadelphia; Thos. Shaw, Esq., M. E., Philadelphia.

By the American Railway Master Mechanics' Association—William Woodcock, Esq., M. M., First Vice-President of the Association, and Supt. M. P. of the Central Railroad of New Jersey, Elizabeth, N. J.; T. L. Chapman, Esq., M. M. and Supt. Motive Power Chesapeake & Ohio Railway, Richmond, Va., Charles Blackwell, Esq., M. M. and Supt. M. P. Norfolk & Western Railway, Roanoke, Va.

Associate Members—Coleman Sellers, Esq., M. E., of Messrs. William Sellers & Co., Philadelphia; Angus Sinclair, Esq., M. E., of the *American Car Builder*, Chicago, Ill.; F. W. Deane, Esq., M. E., Dickson Manufacturing Co., Scranton, Pa.

Thomas Shaw, Esq., was elected chairman of the joint committee, and F. W. Deane, Esq., secretary.

---

[a] *of a Locomotive's Driving Wheel.*

Reports of the Committee of The American Railway Master Mechanics' Association on The Hammer Blow Tests of Locomotives.

Your committee appointed at last annual meeting to consider and confer with a similar committee of the Franklin Institute, of Philadelphia, Pa., looking to the weighing of the hammer blow or variation of pressure of locomotive driving wheels on the rails of a railway, would respectfully report as follows:

It was originally intended that a test of this subject would be made at the "Novelties" Exhibition held in Philadelphia during the month of September, 1885. It was, however, found to be impracticable to make such test at that time. Your committee, however, met with Franklin Institute Committee, September 24, 1885, as a joint committee to consider the subject. Mr. Thomas Shaw, M. E., of Franklin Institute, was chosen as chairman of the joint committee and Mr. F. W. Deane, of Master Mechanics' Association, was chosen as secretary of the joint committee. At request of Mr. Charles Blackwell, he was relieved from service on your committee, and Mr. Coleman Sellers was appointed to serve in his place. The joint committee consisted of the following:

For the Franklin Institute—Thomas Shaw, M. E.; Prof. S. W. Robinson, Prof. P. H. Dudley, M. E., Theo. N. Ely, Edward Longstreth.

For the American Railway Master Mechanics' Association—William Woodcock, Coleman Sellers, T. L. Chapman, Angus Sinclair, F. W. Deane.

A number of meetings were held, and the subject fully and thoroughly discussed, and your committee would present for the consideration of the Association the annexed report of joint committee, which is accompanied with drawing and descrpition of the proposed apparatus for making practical test of this subject.

WM. WOODCOCK, *Chairman*,
F. W. DEAN,
ANGUS SINCLAIR,
Committee.

Report of the members of the joint committee of the Franklin Institute and American Railway Master Mechanics' Association, to investigate the hammer blow, or magnitude and variation of pressure, of locomotive driving wheels, on the rails of a railway.

We respectfully report that your committee has held meetings from time to time, extending over a period of eight months and have written to and kept posted any absent members of our committee, in order that all the members of said committee could have a correct understanding of our work and give written suggestions where their presence was impracticable.

Our committee being composed of professional men on active duty in different parts of the United States, it was possible to assemble only one half of its members at any one time.

The work of our committee, though of a seeming simple character, was in a measure problematic, and in a direction that has occasioned much diversity of opinion amongst leading engineers and scientists, many of whom contend that there is no wave force or so called hammer blow, from imperfect balancing, etc., and some of our master mechanics maintain that their locomotive driving wheels are in perfect balance, etc.

It is, however, self evident upon careful observation, that, to balance any vibrating weight moving in a horizontal plane, by counter weights in the crank wheel moving in a vertical plane of rotation, that wherever the balance is made perfect in the horizontal direction, it is out of balance in the crank wheel in a vertical direction equal to a large portion of the counter weight employed to correct the horizontal movement. In view of this fact, we find that engines considered most perfectly balanced by counter weights in the crank wheel, do occasion great disturbance in a vertical direction (causing a wave force, that may be compared to a hammer blow), that has a measure of destructiveness upon rails and bridges dependent on weight and velocity of moving parts, and that it is worthy of the most careful examination and test. The forces induced on both sides of the engine, from this cause, are of a complex character, varying greatly under modifying conditions that occur in practice, that does not submit readily to calculation.

We deem a test of this peculiar action of such importance that we recommend that it be subjected to accurate measurement by means of a special dynamometer that your committee has specially devised, and which we believe is competent for the purpose. We believe also that it will give a correct showing of the complicated and destructive force complained of and show its exact value, which test may be regarded as causing the application of such remedies as may hereafter be provided to correct any evident damage in the direction referred to.

A description of the proposed dynamometer is hereto annexed, the cost of which, erected in place exclusive of ground but covered by a frame building is estimated to be $6,000. Your committee having performed their services gratuitously, are not expected, of course, to provide the ways and means to procure the proposed test apparatus.

It has been suggested, however, since the advantage of any test would be with the railroad companies, that possibly these companies would unite in providing the needful apparatus, and that in case it was provided as described, the Franklin Institute might be intrusted with the charge and possible

Digitized by Google

ownership of the same for the use of all railroad companies.

The above estimate includes the expense of Prof. P. H. Dudley's recording apparatus.

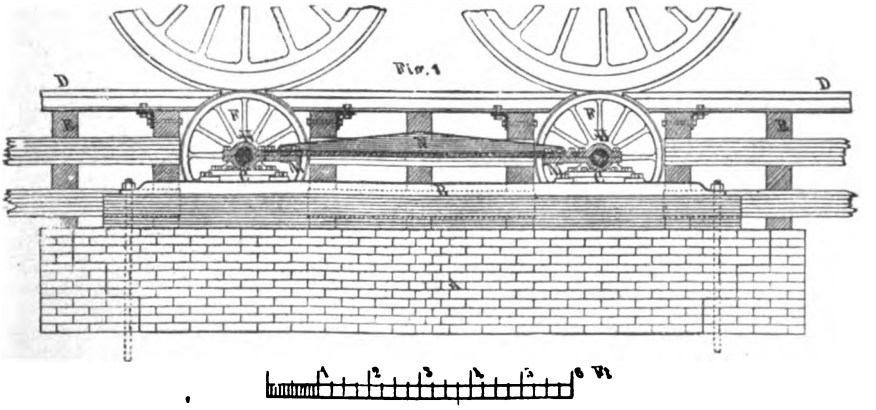
THOMAS SHAW, M. E., *Chairman.*
F. W. DEAN, Secretary,
May 31st, 1886. *Joint Committee.*

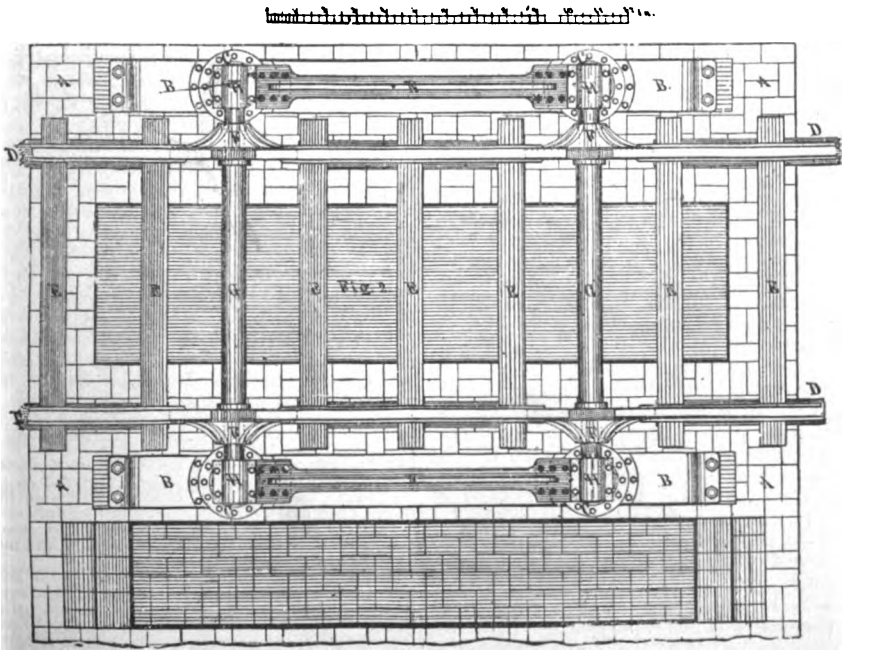
Approved by the Committee of Sciences and the Arts of the Franklin Institute, September 1st, 1886.

H. R. HEYL, *Chairman.*

Description of Sketch of Dynamometer for Testing the Hammer-Blow of Locomotive Driving Wheels on the Rails of a Railway.

Fig. 1 represents side view of dynamometer in position, with locomotive drivers in place for testing; *Fig.* 2 shows a top view of the same; *Fig.* 3 represents a vertical section through the centre of hydraulic chamber, disc, etc. Similar letters refer to similar parts, of which *A* represents brick foundation, to which is secured cast iron bed-plate *B*, upon which is supported the dynamometer *C*. Ordinary rails, *D*, are secured to sleepers, *E*, to enable the locomotive to propel itself into position upon the dynamometer wheels, *F*. Said wheels, *F*, are solid wheels with little or no elasticity, mounted securely on axles, *G*, running in journals, *H*. Said journals form the upper part of disc, *J*, which is free to move vertically in cylinder ring *J*, the said ring, *J*, being held in concentric position with the base-plate, *K*, by projecting rib, *L*. The base-plate, *K*, rests upon the planed surface of bed plate, *B*, and is capable of adjustment in a longitudinal direction, and is secured in position by tap bolts shown. The journals, *H*, are provided with a projecting rib, *M*, pointing inwards, to enable the bolting of a cast iron tie-rod, *N*, between said journals. The rails, *D*, are fashioned on the ends next to the wheels, *F*, to suit configurature of wheel, allowing sufficent play not to come in contact with the same.



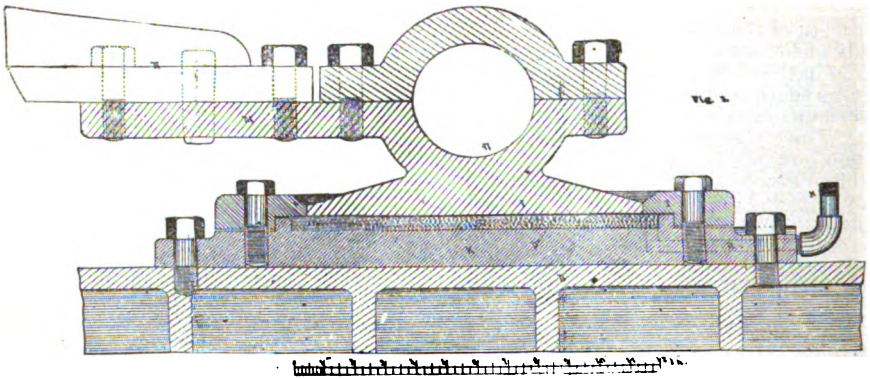


Digitized by Google

The hydraulic disc, *I*, has a diameter of eleven inches = area of ninety-five square inches. This disc is turned to fit smoothly and freely into cylinder ring, *J*, supported by half-inch depth of fluid (glycerine and water) in chamber, *O*. Leakage is prevented at periphery of disc by a thin sheet of pure rubber, *P*, which is a diaphram for bridging the crevice at said periphery, as shown in sketch. This causes the full load to rest solidly upon fluid, with the slightest possible motion and the minimum friction. A passage way is bored in base, *K*, at *R*, for attachment of indicator, or guage, at *S*. The indicator used in this case must be provided against leakage.

The writer having had occasion to use hydraulic discs of this character for dynamometers for other purposes, finds this method to possess all the accuracy of a pivoted lever in a platform scale; in fact, it works hand in hand with a platform scale.

When a locomotive driver is caused to rest upon the dynamometer, it will give the correct weight of the same, and if said driving wheel be caused to revolve with any variation in the load occasioned by imperfect balancing or otherwise, the dynamometer through its indicator, will give correct indications of all such variations, at all speeds where ordinary indicators can be used. The indicator in this case will have the pencil operated from any suitable crank motion on the said driving wheel, enabling a card to be taken for each half revolution of said wheel, which card will show correctly the pounding force or hammer blow, fulfilling the purpose your committee have in view.



The locomotive during trial is secured firmly in position to prevent any longitudinal movement. This can be done by providing heavy bumper timbers on the forward end and clamping engine in position with centers of drivers over centers of the dynamometer wheels.

THOMAS SHAW, M. E.,
Chairman of Joint Committee.

Trusting that the foregoing authorities may be given the careful consideration and study to which their eminence entitles them, I remain,

Yours truly,
William E. Lockwood.

ST. CLOUD, MINN., April 15, 1887.

MR. EDITOR: Mr. J. W. Pierce, of Ringgold, Ga., relates some interesting experiments as to the effect of the atmosphere on journal bearings, which may be of interest to our readers. Mr. Pierce says: "After many years of study and observation, carefully analyzing the writings of various scientists, I became convinced that the air which surrounds the earth was the great store house of all heat and cold, and that if it could be excluded from a bearing of any kind, that there would be no heating from insufficient oiling and to that end made experiments with some shafting and found that a 2½ inch bearing ran at a very high rate of speed without a particle of oil, without heating or cutting." These tests were made by so making the box and covering the shaft with heavy rubber plates or gaskets that no air could get in and then pumping all the air out with a vacuum pump.

Mr. Pierce stated the rate of speed at something near 200 revolutions but I have forgotten the exact figures and he also stated that he had heard of no similar experiments.

Dirigo.

NEW YORK, March 12, 1887.

MR. EDITOR:—Will you please publish this for the benefit of the Order? In what position are both front port openings the same.

The valves travel part of the time with the crank; when the cross-head is about half way on the guides the valve begins to travel with the crank; on the other half of the stroke they travel opposite to the crank. On an engine with crank-pins on the left side leading the right crank-pins, both forward ports will have an equal opening when crank-pins are half way between the back center and down quarter on the left side.

Abegeah Mason.

[We publish Mr. Mason's article with pleasure, but should like to have the query in a more definite form, and by taking the answer appended to his article as an answer to the query we opine the question ought to be in this form:

Suppose a locomotive whose left crank-pins lead the right crank-pins, in what position will the respective pins have to be when both front steam ports are open alike? Are we correct in this?—ED. MAGAZINE.]

Digitized by Google

Our Master Mechanics in Convention.

MR. EDITOR:—The printed proceedings of the Nineteenth Annual Convention of the American Railway Master Mechanics' Association, held in Boston last June, form a volume of over two hundred pages, filled with discussions on a number of topics of interest to our Order, and therefore a short synopsis of the talks may not be out of place in these columns:

The President of the Association, Mr. J. D. Barnett, of the Midland R. R., Port Hope, Canada, felicitates the Association upon meeting in the "charming city" of Boston, in the presence and under the kind smiles of the ladies, and then speaks a few words on the "Uncertain in Locomotive Engineering, and how we can best reduce it." (According to this, there are things still "uncertain" in our calling, and men in high standing in mechanics are not backward about admitting it.) Mr. Barnett then goes on to say that ofttimes contradictory statements are made in these conventions, which leave the points under discussion still unsettled, and suggests as a remedy that every detail of an experiment be carefully noted in order that our observations may be really valuable, and serve as data for comparison with the experience of others. Differences may often be accounted for, by taking into consideration the vastly diverse circumstances under which tests may be made, or the varied characteristics of the men engaged in making them. Thence the importance of closely observing and considering all the conditions, and then comparing and critically examining experiences. Let no one be content to say *it is so*, but try to find out *why it is so*, for "Nature does not disclose her hidden charms except to those who seek them."

From the Secretary's report we learn that twenty-two new members were added during the year, that the total membership was 264, with seventy-seven present at roll call.

The first subject for discussion was "Self-dumping Ash-pans" which were said to save coal, but it was evident from the discussion that this claim was not well founded, and while they were good ash-pans they did not save any fuel.

Mr. Angus Sinclair, author of "Locomotive Engine Running and Management" spoke on the question, "Is the present form of quadrant satisfactory?" and pointed out the fact that often a locomotive will not do her work on one notch with a full throttle, but if she is worked on the next notch it becomes necessary to close the throttle some, and he shows that this is a very wasteful system of running. A reverse lever held by means of a screw and nut arrangement would be susceptible of very fine adjustment, and if easily detached so as to permit quick movements in case of emergency, would seem to meet the requirements.

[While waiting for this improvement to be applied let me suggest that runners who are troubled by too great a difference in the point of cut-off between adjacent notches of the quadrant, get a V shaped piece of iron made. The bottom ought to be square, and just large enough to drop into the notches, the side arms at right angles to the bottom, and just far enough apart to drop over both sides of the quadrant. Often it will be found that if this piece of iron is placed into a notch of the quadrant in an inverted position, the lever may be dropped against it and worked in that shape with the latch half way between adjacent notches. By using a V shaped piece heavier or lighter according to circumstances, a very minute sub-division of the quadrant may be obtained.]

Round or square exhaust nozzles were then discussed, but no one seemed to be prepared to say that one was any better than the other, only reasoning that whereas the stack was round, it would seem that an exhaust out of a round nozzle would seem more liable to conform to the shape of the stack, and present no destructive corners as would be liable from a square nozzle. Double nozzles met with more favor than single ones, altough some had used single nozzles with success.

A safety check, to be located within the boiler, so that in case of accident it could not be knocked off, excited some comment. It seemed to be regarded as a good idea to so place it out of harm's way, and thus decrease the liability of scalding persons unfortunately caught in the wreck. The suggestion was made that checks might be placed against the back boiler head, and be out of the way. [How about the Engineer and Fireman, whose duties keep them near the back boiler head at all times, and who have lots of steam openings all around them now?]

A discussion on boiler construction then followed, but as that is of no particular interest to our Order, except in so far as a large heating surface is involved, we will pass this, as well as the report of the committee on "standard wheel centres" and "standard shape of tire," and in our next consider the report on brakes.

SEATTLE, WASH. TERR., April 2, 1887.

MR. EDITOR:—Will some of your correspondents please answer the following?

Does it make any difference to an Injector or Inspirator if the suction pipe is larger than the discharge pipe, or, will they work as well with both pipes the same size?

Fireman.

Digitized by Google

MR. EDITOR:—The following query propounded by "East Line" appeared in the *Magazine* for August:

"If you take a pair of engine drivers out from under an engine and place them on a level track with one pin on bottom quarter and place a rope on this pin and stand near the rail some eight or ten feet from the drivers and pull the rope, will the drivers move toward or from you?"

In the October number the above was answered by "B" who claimed that the drivers would move toward you, and by "S" who thinks as does "B," and gave as the reason for the drivers moving forward that the rail, instead of the axle, acted as the axis. The following answer by "Eccentric" also appeared in the October issue:

"Referring to 'East Line,' in your August number of the *Magazine*, I have an answer and illustration to make in reply thereto; but there is one question that I must ask 'East Line' to reply to, before I can answer the question intelligently. He says, 'take a *pair* of engine drivers, etc,' with the pin on the bottom quarter, to which he attaches the rope, the counter-balance in that wheel say of — pounds, would be in a line *perpendicular* to the pin, wherein the driver on the other side, the pin and counter-balance, would be in a line *parallel* with the center of the wheel, and the pin or counter-balance would be either forward or backward of the center, as the other wheel was that of the leading or following engine. On receiving an answer to this inquiry, I will endeavor to reply."

Not understanding what portion of the query "Eccentric" wished me to answer I made no reply. However, I notice in the following, which appeared in December, that "Vulcan" gives the desired information.

"Referring to 'East Line's' query in the August number, I answered that the wheels would move toward you if the rope was pulled, but 'Eccentric' wishes to be very sure, so he asks in relation to the counter-balance and opposite pin and counter-balance. If the wheels are at rest, it will be only a matter of more less force to be employed, to make the wheels come to you, no matter where the different parts may be."

In the February number "Pilot Bar" claims that the wheels will slip and not move forward. However, this was fully answered by "Vulcan," in April. In the May number "Tommy Short" and "Draw Head" gave it as their opinion that the wheels move toward the person pulling the rope, and since we all agree that the wheels *will* move *toward* you and *not* slip, we will consider that matter settled. Now let us jack up an engine until the drivers are clear of the rail and then take down the rods and place the pin at bottom quarter, tie a rope to it and pull, and you will find that the pin will move toward you until on a forward center, and that the top of the wheel will move backward. If you put the pin in forward or back center and pull the rope, the wheel will not move. Since this is the case, will some one tell me, when the wheels are free from the engine and resting on the rail, why they will move toward you and *not* slip, no matter in what position you place the pin? *East Line.*

KANSAS CITY, MO., April 5, 1887.

MR. EDITOR:—In the February number of the *Magazine*, page 4 "Pilot Bar" expresses his opinion in regard to East Line's question. I think I can show that he is mistaken in the matter. Let him take a small pair of wooden wheels, put an axle in the center of them and place the crank-pin where it should be, which would answer the same purpose as if the experiment were made with a pair of ordinary drivers. If Pilot Bar will make the experiment in this way he will see that his theory is not correct.

"Pilot Bar" also states that the crank-pin has to move from you in order to make a circle. He is mistaken again, for the pin does not make any circle if the wheel turns without slipping.

Some months ago I asked a question and it has been answered several times, but I am not satisfied with the answers.

If the excentrics are on a different axle than the driver of the main pin, and the connecting rods are down, what is there to keep the valve and cylinder working in each other's favor?

I will ask your correspondents to examine into this question carefully and see if some of them do not change their minds. I contend that an engine can not be run in that condition. *Throttle Gland.*

ST. LOUIS, MO., May 1, 1887.

MR. EDITOR: The May number of the *Magazine* is received and I find my contribution in regard to the "Pair of Drivers" problem was received too late for publication. I notice two or three answers to the same problem, two of them agree with me and two are against me. "Tommy Short" says that if "Pilot Bar" is so "*fortunate*" as to have a baby buggy in the house—now Tommy, for shame, to cast such an insinuation on an old "bach." I would like to inform "Tommy" that I am rather "Short" on baby buggies at present. Both "Tommy Short" and "Draw Head" are laboring under the impression that I said that the pin would move away from you if the drivers rolled toward you. I did not say that, but did say and still hold to it, that the pin will have to move backward in making the circle in regard to its (pin's) relation to the wheel. I am glad to see "Tender" and "C. S. F." coming into line and if a few more come over I will be on the side of the "majority" without going over to "Vulcan." I will answer "Tender's" problem by saying that I think that the power applied is, or should be the same, but that there is more power utilized in making the top half of the circle than the bottom half. *Pilot Bar.*

A WIND engine has been patented by Mr. John Serdinko, of New Braunfels, Texas.

Digitized by Google

EAST SAGINAW, Mich., May 3, 1887.

MR. EDITOR:—I have read Mr. Lockwood's article in the May *Magazine* with a great deal of interest, and there is one point I would like a little information on. I don't know anything about mechanics, and if my question appears foolish, please remember that I am after information, and it is not my intention to start a discussion in the *Magazine* about points in mechanics of which I know nothing. Mr. Lockwood has shown that the Hammer Blow is struck at precisely the same point on the driver at every revolution. Now the authority that Mr. Lockwood accepts as correct puts this blow at "nine tons and twenty-eight pounds at each revolution of two drivers five feet eight inches in diameter with 300 pounds of counter balance in each wheel, running at the speed of a mile a minute." This would make the blow struck by each wheel equal to 9014 pounds, and this blow is struck 10 1-5 times per second Mr. Lockwood admits "that the elasticity of the roadbed when it is composed of broken stone or frozen solid cannot amount to much." Now imagine this terrible trip hammer blow repeated with such frequency on an almost unyielding surface, and what is to prevent locomotive tires from becoming flattened so badly at the point where this blow is struck as to render them in a comparatively short space of time unfit to run. I was looking at the tires of one our engines to-day. She has been out of the shop nearly two years, and has averaged 2,500 miles per month ever since she came out, and is always run at a high rate of speed, and she rides almost as smoothly to-day as she did the day she came out of the shop, and her tire is good for from six months to a year yet. Mr. Lockwood says, "It will be found that there is a flat place on the tire corresponding with the point of the arrow in contact with the rail (fig. 4)." My experience is that when a flat spot once starts on a wheel that it grows worse very fast, and in a very short time the wheel has to come out and be turned off. I have noticed several instances of flat spots in driving wheels, but have also noticed that they are liable to occur at any point in the wheel and can nearly always be traced to a soft spot in the tire or to sliding the wheels. But admitting that there is a flat spot on the tire at the point where Mr. Lockwood says there is, I would like to know why it is that this spot occurs at a point on the wheel directly opposite from where the blow is struck, as the illustration in (fig. 4) shows the counter balance on top side of the wheel.

Hoping I have not taken up too much of your valuable space, I am

Yours fraternally,

Vacuum.

NEW YORK, N. Y., May 1, 1887.

MR. EDITOR: I have noted with pleasure the interest taken in the "Mechanical Department," and hope that at no distant day this department will become one of the main features of our *Magazine*. If we expect to become engineers, and most of us do, we are interested in mechanics, and to become skillful in running and caring for an engine we must make it a study. A man that can pull a throttle, reverse an engine and start a pump may be *called* an engineer, but to be successful he must know every part of his engine and boiler, know how to put it in shape and to keep it so And to be at home on an engine he should be posted on valve motion, combustion and evaporation One who does understand all about his engine can pull heavier trains, make better time and make the work easier for himself and his fireman than one who has only learned how to open a throttle and start a pump, and has to trust to luck for the rest.

Now, I would like to have the members take an interest in this department. If they will ask the questions some one will answer them. I would like to ask the readers of this department if it is possible to admit too much air into the fire-box of a locomotive, and if any combustion takes place after the gases enter the flues.

Wishing the *Magazine* the success it deserves, I am, Fraternally,

Trunk Line.

ST. LOUIS, Mo., April 9, 1887.

MR. EDITOR.—"Vulcan," in the April *Magazine*, says that I am wrong in my answer to "East Line's" problem. Now let us suppose that the pin is on the top quarter and the rope is pulled straight ahead, as in "East Line's" problem, "Vulcan" cannot deny that the wheels will move toward you, and if that is true why is it that the wheels will move in the same direction as they do when the pin is on the bottom quarter? Will "Vulcan" answer this? Would like to hear from "East Line" on this subject.

Pilot Bar.

WALKER L. BENTON, formerly a locomotive fireman in the service of the St. Louis Bridge and Tunnel Co., now at Brownstown, Ind., has invented a *Freight Car Door Fastener* which promises to meet with great favor. It is a very simple and practical device and meets with the unqualified approval of all who have examined it. Railroad companies and others interested in this line of improvement will find it to their advantage to give Mr, Benton's patent a trial.

GARRETT, IND., April 6, 1887.

MR. EDITOR: Will some of your contributors please tell me the difference between a direct and an indirect engine? *B. & O.*

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

OVERWORKED WOMEN.

There is, perhaps, not a month in the year when the housewife feels so overwhelmed with work as during this balmy, beautiful month of May. We recall, with a smile and a sigh, the time when we regarded this season as created only for picnics and moonlight drives, when our hardest work was a ramble after violets and our deepest anxiety was the style of our spring suit. It is we and not the times that have changed. Young people are just as careless and light-hearted as they were a generation past, and the soft breezes of May woo our sons and daughters just as sweetly as they did the fathers and mothers many years ago. And although our judgment tells us these boys and girls ought to stay at home and assist us in our manifold duties, yet our affection pleads for them, that they may have yet a little longer holiday before taking up the tasks that end only with life itself. And so we fill the baskets and tie the ribbons and watch the merry party out of sight and then turn with renewed energy to the accumulated work. And when the day is ended and we sit in the twilight, tired and depressed, the sound of their happy voices in the distance comes to us like a tonic and the day's sacrifice receives its reward when the loved ones come bounding in, overflowing with mirth, happiness and health.

It is doubtless true that in the present age we are too lenient with our children and assume too many burdens which they might at least, lighten, by sharing them with us and it is truly said that they do not appreciate the sacrifice or love us any the better for it, but parent-love is of that pure and unselfish type which gives all and asks nothing in return. We know that, notwithstanding we spare them every hardship and shield them from every care, they will eventually have to bear their portion of work and sorrow, and when that time comes we know that then they will recall every sacrifice we ever made for them and appreciate them all and love us dearly for every one. Remembering our example they will exercise that same affection and forbearance toward their little ones; and certainly we would rather have them say, "I will be loving and patient with my children because my parents were so with me," than to have them think "I will be gentle and indulgent with them because my parents were not so with me and my childhood was unhappy."

The first of June always finds us very tired. I imagine the vast majority of women who read these lines are almost too tired to grasp even their simple meaning. Certainly, she who writes them is so weary that it is an effort to hold the pen. A bright friend, who was in, this afternoon, said in her racy way, "I tell you the trouble is with us women; we spread ourselves out too thin." I laughed heartily at this quaint idea, and she continued. "Every one of us is trying to do too many different things, and as a result, we don't do anything well." "But," I said, "I am sure you have a family of four children and you are a nice housekeeper and have just taken a $500 prize for a story for the Youth's Companion." "Yes, but I don't see how I ever happened to get it." "Why, because your story deserved it. And haven't you received congratulations from everywhere, judges, priests and laymen, for your exquisite Easter poem?" "Yes, and do you know I composed that poem over the wash tub? The washerwoman failed to come, everything was ready, and so I went to work and did the washing myself, and while I was about it the poem came to me and it was three days before I could get time to write it down." "Then you are a member of the Woman's Club, and you do a vast deal of outside work." "Yes, that is all true, but I am just wearing myself out and am not able to give the best of myself to anything and I realize every day that time is slipping away and I am not accomplishing any great work, but am giving little worthless fragments of myself to a hundred different things." "Well," I replied, "there are thousands of women that feel just as you do and yet they are ambitious and there is so much to be done in the world and so they attempt to assist a little in it all, instead of making a specialty and a success of some one thing." "That is all true and you are one of those very women, although I don't mean to say that you do not make a success of anything for you generally accomplish all you undertake." "O, yes, after a fashion." "Well, I cannot see how you do it. Here you have a house of ten rooms to look after and only one servant, and you seem to use all of your rooms every day. Then you do your marketing each morning, and see to all the repairs and pay all the bills and cultivate your flowers and vines, and I know how carefully you attend to your daughter's studies and music and every detail of her wardrobe and your own. And besides all this you write regularly for the newspapers and magazines and belong to several clubs." "O, no, no. I draw the line at clubs. I do not belong to a single one." "Well, aren't you a member of the Writer's Association and the State Suffrage Club and the Board of Governors of the Newsboys' Home and the Ladies' Society of

Digitized by Google

your church and—— "I confess," I said, laughing, "I had forgotten all about these institutions, and while you are making out the catalogue, just mention the endless demands of society, the visits from every book agent who comes to town, the almost daily calls from girls and women who want the assistance which it breaks my heart not to be able to give, the importunities of cranks and bores who take up precious time with requests and suggestions—put them all on the list and even then it will not be complete." "And yet you seem well and in good spirits and manage to get through everything all right." "Perhaps, but it is only because of good health and a cheerful temperament and systematic management that I am able to do it; and oh, my friend, you know as well as I do how tantalizing it is to have the everlasting consciousness that you are only half-doing all that you undertake; to feel that you are capable of infinitely better work if only you might have a little more leisure; to be always obliged to fall below your ideal, simply for want of time." "Yes, indeed, it is my daily experience and, although I am always looking forward to a period of leisure, I find that every year I am tempted to undertake a little more, until I have reached that point where the only comfort I find is in the thought that 'there is sweet rest in heaven.'" "I am afraid if you attend divine service very often you will lose even that remote consolation for the tendency of modern preaching is to make out of Heaven a place of endless progress, where we continue to improve through all the infinity of time and space." "Don't destroy my last hope," she exclaimed, rising to go. "I feel guilty for having stayed so long. I have three or four engagements yet this afternoon and I know I have detained you from something important." "Not at all," I answered with most impressive politeness, and then rushed frantically up stairs and looked desperately at the blank pages of paper on my writing desk which were to have been transformed into a magazine article this very day.

It certainly seems time to call a halt and consider matters. We lose much of the beauty and sweetness of life in this headlong haste and worry. It is true that the world is full of important work, waiting to be done, but is the call so great that we must sacrifice peace and comfort and a large measure of happiness in response? Said one of the sweetest-tempered women in the world, a few days ago, "I am so overwhelmed with charitable work that I am positively cross. I have a lovely home but I am actually too busy and too tired to enjoy it." Of course there are instances where it is impossible for women to avoid hard and unremitting work but in many cases they assume endless duties which might conscientiously be avoided. The desire to do good becomes a passion which absorbs all the woman's time and strength and renders her nervous, exhausted and irritable. In a spirit of ambition or philanthropy she continues to add to her burdens until they become more than she can bear. In truth, we women need to be protected against ourselves. We need to be convinced that we cannot reform or redeem the world in a day or a generation and that, while we must indeed account for the talents given unto us, we are not called upon to offer up ourselves as a sacrifice for the good either of the public or the family.

It seems almost idle to make this appeal just at this busiest season of all the year, when the house must be cleaned of all the accumulated dirt of winter, the yard must be put in order, the summer wardrobes are to be prepared, in fact there seems to be no end to the work and it makes one tired even to think of it. But, O, mothers, cannot we simplify the duties and make them lighter? It is not just to our families or ourselves to let every evening find us too weary to visit with our loved ones, to read, to talk, to do anything except to go to bed. They will not appreciate the immaculate house and the garments elaborate with tucks and trimmings half so much as they would our companionship and interest in their various pursuits; not that we should neglect the housekeeping and the sewing but only that we should not give to them the best of our life, reserving for the social part of home only the remnant of our vitality, when we are too exhausted to be useful or agreeable. And, too, have we not a right to be a little bit selfish? Shall we not have one hour out of the twenty-four for our very own, to read, to sleep, to do nothing, if we choose? How many of us wives and mothers have such an hour? Let us find rest and change by communing with our dear mother Nature, who accomplishes so great a work and yet does it so quietly and gradually we are not aware when the change takes place. Give us of thy balm, O, delicious air! Drop down thy blessing, O, softly budding trees! Sing praises and thanksgiving, O, myriads of blooming flowers! Amidst all this freshness and beauty may we find rest from the labors and anxieties of the past and inspiration for the duties waiting on to-morrow.

Our contributions this month are so unusually interesting that we are afraid to use them all lest there be a famine in the next number. "Eveline" and Georgie S. Mariner suggest an endless theme for letters, and we hope to hear from all our correspondents on these topics of domestic interest.

MISS ADA KURTZ has been re-appointed deputy sheriff of Franklin county, Pa. She has served one term with credit.

Digitized by Google

A PECULIAR REMONSTRANCE.

To Woman's Department:

From a Maine weekly newspaper I clip the following:

Over one hundred and fifty of the leading women of Portland have signed a petition to the legislature remonstrating against giving the ballot to women.

I am consumed with curiosity in regard to their alleged reasons for such a procedure.

Georgie S. M.

[We do not happen to know the facts in this particular case, but such petitions have been presented in several States and have always been offset by petitions asking for the ballot signed by as many thousands as there were hundreds of "remonstrants." It will be remembered that in the days of slavery great numbers of slaves could be found who would declare they did not want their freedom, but slavery was no less a terrible wrong because a few did not know any better than to be satisfied with their condition. It would be almost impossible now to find one who would be willing to go back into bondage. These "remonstrants" are actuated by this same spirit. They say in effect, that they do not wish to help make the laws they must obey or choose the persons who must execute them; that they have no particular interest in the welfare of the community in which they live or in the affairs of the nation at large; that they do not care enough for the great questions of education and temperance and morality to desire even to cast a vote for or against them. The very fact that "leading women" can be found in such a state of intellectual bondage, shows the need of emancipation. But, in fact, it is not a question of whether the majority of women do or do not want the ballot, but simply whether men as a body may compel women as a body to be taxed without bein grepresented.—ED.]

OMAHA, April 3, 1887.

To Woman's Department:

I wonder if I can get standing room in one little corner of your *Magazine?* Am willing to push in with the crowd to give a "breeze" to our Overland Lodge, 123. A breeze is not sufficient, they deserve genuine a western blizzard. Had I the speaking capacity of Sam Jones in conducting a revival meeting, or possessed the eloquence of Roscoe Conkling during a past political campaign, I cou'd not give our boys the praise they deserve. Suffice it to say they are *goodness itself.* Although they have many obstacles to battle, they have a pleasant word and helping hand for all they meet. There is not one of them, when he gets to command the throttle, that can't look at the diamond demolishers with a clear conscience and say, "I have done you justice."

In case I am fated for oblivion deal leniently with me. With a sigh for a "maiden effort lay me down gently among my rejected sisters, and I can safely assure you the place that knew me once will know me again no more." *A Fireman's Wife.*

[Let us know you some more.—ED.]

OCCASIONAL THOUGHTS.

To Woman's Department.

"I shot an arrow into the air,
It fell to earth I knew not where;
For so swiftly it flew, the sight
Could not follow in its flight.

"I breathed a song into the air,
It fell to earth I knew not where,
For who has sight so keen and strong
That it can follow the flight of song?

"Long, long afterward in an oak
I found the arrow still unbroke;
And the song, from beginning to end,
I found again in the heart of a friend."

—[*Longfellow.*

How beautifully is here illustrated the force of circumstances or the power of a kind and encouraging word spoken now and then. Should we ever weary of speaking kindly, or of reaching out an encouraging hand to one we find in need.

It often happens that man is the creature of circumstances, but in many instances man is the creator of circumstances. Every bright, intelligent boy, or girl either, who is endowed with practical common sense may create circumstances, or rather make chances for themselves where others, perhaps who are more liberally endowed with genius or talent, may fail. I do not wish to deprecate genius or talent, they are rare and heavenly gifts from the Almighty, and as such should be utilized and developed in their highest forms. "It is the peculiar property of genius to strike out in great or beautiful things; it is the felicity of common sense not do absurd ones."

A young person with a good, practical head, then, has only to rise up and look around to see the avenues of success and fortune opening upon every side. No need to wait for an easy place to take hold, just do with vim what there is to do. If your hands cannot be profitably employed, spend your time improving your mind. There is no knowledge that will be a drawback to you, in any calling. You can never know too much. Look about and see who are our most successful men, find out their past lives, and ten to one they were boys who had to work for every dollar they spent. They bent circumstances to their will. They were not pushed forward by their friends, but pulled with all their strength for the mainland.

Oh, boys and girls, never be discouraged, there is always a way if you will only look. Do not fold your hands and wait "Micawber" like for something "to turn up," but be learning all the time, while you keep a sharp look out for a chance. Cultivate a cheerful manner if you haven't one naturally; cultivated cheerfulness is a charming attribute and one that will win friends and admirers everywhere. With God's presence and God's promises a man or a child may be cheerful.

"Never despair when fog's in the air,
A sunshiny morning will come without warning."

Mind what you run after, never be content with a bubble that will burst, or a firework that will end in smoke and darkness. Get that which you can keep, and which is worth keeping.

Something sterling that will stay,
When gold and silver fly away.

It has been said that, "when luck knocks at the

Digitized by Google

door it often finds the man within too lazy to lift the latch." Can we help thinking of this homely phrase, when we see an idle young man who complains that he is unfairly treated by his employers, his father, or some one else on whom he wishes to cast all responsibility? Don't we think there must be something wrong with the dear lad himself? If he had taken hold firmly and willingly, showing every inclination to oblige and help, none to shrink or hinder from duty, would he not have found favor rather than abuse? Depend upon it, those above you always know, however little they seem to notice. A little girl said: "Mamma, I always know my geography lesson but Mrs. C—— gives out the questions promiscuous, and I don't believe she ever knows I know." "She will find it out, my dear," says mamma.

The next Friday in review the little girl answered all the questions while one after another sat down in confusion. Then she saw the value of knowing though no one seemed to know.

Be willing to go slow and learn for the sake of knowing, though nothing come of it to-day. Do not become impatient and fret at circumstances but do all in your power the present moment. "We have but one moment to live at a time, and that is always taken away before another is given," is an old but truthful saying, and while you are doing all in your power to better your circumstances be content and patient. "The fountain of content must spring up in the mind, and he who has so little knowledge of human nature as to seek happiness by changing anything but his own disposition, will waste his life in frivolous efforts, and multiply the griefs which he purposes to remove."

The boys are delighted with "East Linc's" pieces.

Who is this new "Wife of Barnabas," or the wife of the new "Barnabas," that bids fair to become as popular as our other wife of Barnabas, whom we all regretted so much to lose from our little circle? I wish the old wife of Barnabas, would come back and that the new one would stay. But perhaps it would be unpleasant for Barnabas.

Irene.

GREENVILLE, TEXAS.

SOUTH KAUKAUNA, WIS., March 18, 1887.

To Woman's Department.

I see in the Woman's Department nearly every month, something about marriage, the duty of wives, etc., and I know that these columns are read with much interest by the "sterner sex," especially here in South Kaukauna, where so many old "bache's" are thinking pretty seriously of getting married. Each number of the *Magazine* is kindly handed to his sweetheart for her to read and know what to do to make home happy when she becomes a Mrs. "So and So." Therefore I think that a word to husbands on the same topic may not be amiss.

A cheerful atmosphere is important to happy home life. It is hard for children to be good when they are exposed to an incessant hailstorm of fault-finding from their parents. It is very hard for a wife to maintain a calm and charmingly sweet demeanor when her husband is critical, cynical or sullen, and takes all her tender efforts with an indifferent appreciation. I know full well the air of polite amazement or amiable incredulity with which men receive the statements of a woman's opinion that in the home partnership wife and not the husband pulls the laboring oar. Still it is true that, let a man's business be ever so engrossing, ever so wearisome, ever so laborious, the mere fact that he goes from it in the morning and returns to it at night, sets him above his wife in ease and comfort. For him the slavery of routine has its intervals and its breaks. He gets a breath of the world outside; has change of scenery daily; he sees people and hears them talk; and his home is distinctly his refuge and shelter.

Let a wife and mother love her home and children with the most absolute, unswerving devotion, and serve them with the most unselfish fidelity, there are times when she is very weary. She knows better than anyone else the steps and stitches, the same thing over and over, and the pettiness of the trials that come to the nursery and kitchen. They are so insignificant that she is ashamed to speak of them, and so, bearing her cross all alone, its weight becomes crushing.

A sunshiny husband makes a merry, beautiful home, worth having, worth working in and for. If the man is breezy, cheery, considerate and sympathetic, his wife sings in her heart over her puddings and mending basket, counts the hours until he returns at night, and renews her youth in the security she feels in his approbation and admiration. You may think it weak or childish, if you please, but it is the admired wife, the wife who hears words of praise and receives smiles of commendation, who is capable, discreet and executive. I have seen a timid meek, self-distrusting little body fairly bloom into strong, self-reliant womanhood under the tonic and the cordial of companionship with a husband who really went out of his way to find occasions for showing her how fully he trusted her judgment, and how tenderly he deferred to her opinion.

In home life there should be no jar, no striving for place, no insisting on prerogatives, no divisions of interests. The husband and the wife are each the complement of the other, and it is just as much his duty to be cheerful as it is hers to be patient; his right to bring joy into the door as it is hers to sweep and garnish the pleasant interior. A family where the daily walk of the father makes life a festival, is filled with something like a heavenly benediction.

Since my last writing the dark angel of death has visited us and taken from our midst the much beloved wife of Bro. A. Krienke. Her illness was short and death unexpected, so that when the news was spread many a heart was made sad and many a tear shed, for one of the best and noblest of women had forever left us. The Brotherhood boys, as usual, were to the front, rendering every assistance and making the funeral services as inspiring as possible. They also presented a beautiful floral pillow which was placed on the casket. The remains were taken to Manitowoc for interment by a special and a large number attended. *Eveline.*

Digitized by Google

A VISIT FROM THE CITY COUSINS.

To Woman's Department.

I had been wishing for some time Mrs. Harper would give us a talk about "city and country cousins" and an unlooked for incident brought it up in a new and practical form. I had been from home for some weeks and found myself one rainy September morning, absolutely without anyone in the house, and was revolving in my mind which of the many jobs relegated to the future wet day I should begin, when the rustling of a gossamer caught my ear, and the next moment my intellectual double, or rather my doubly intellectual friend, Mrs. Thorp, greeted me delightedly. What can exceed a dear friend or a new book for a wet day? I assured her 'I had a pleasant visit, found and left everyone well: but what have you been doing? I want to know everything.' "Well," she said, laughing, a little embarrassed, "I have had a new experience, rather amusing, but annoying at the time. You remember some distant connection, city people, you've heard me speak of?" "Yes, those wealthy Cincinnatians." "The very ones! Well, they have two daughters, a little older than our girls, and I had been revolving in my mind a plan I had of having them spend the hot season with us. I had not seen them since they were quite small, but they were such bright little tots, I knew they must be quite prodigies by this time. They live on one of the most fashionable streets in the city, keep several servants, go to sea shore or summer resorts every year, and had spent one winter in Florida. I was almost afraid to ask them, but I knew their society would be to the advantage of our girls, and they might thus learn something of the ways of city life. You know in the old stories we used to read when we were girls, how the country cousins served as foils for the graces and accomplishments of their city friends?" "Yes," I remarked, "I rather scorned country girls then as I was town bred, but I soon found out better. Politeness must come from a kind heart or it is lusterless, city or country." "Well," resumed my friend, "I reckoned over our advantages. Our house was pleasant, our carriage horse quiet, the girls could drive, there were many pretty views among the hills. The young folks in the neighborhood were sociable, ice cream suppers, picnics, etc., could be planned, so I ventured. Mr. Thorp laughed at my plan of educating and finishing our daughters absolutely free of cost.

"The next mail told us when they would arrive. Of course our girls were all in a flutter. The first appearance of our visitors was certainly very prepossessing. Their stylish traveling costumes, pretty little trinkets, etc., made a good impression on our country eyes. But they rushed into the house like wild things, threw their things hither and yonder, asked what we were going to have for tea, with a suggestion that they were fond of jam and syrup, and never had enough of either, as mamma did not consider them healthy. I was glad Mr. T. was in the barn. At the table they fortunately mentioned their last summer's trip. 'Yes,' I hurriedly exclaimed, with a triumphant look to the foot of the table, 'tell us about the sea shore, 'twill seem so much more real than reading about it.' 'Yes the beach was just the thing, lots of fleas, tho,' and how they do dress,' (not the fleas, I hope,) 'four suits a day, the very least. There was a beauty there from New York, she had the biggest solitaire engagement ring you ever saw. The fellow she was mashed on came down twice a week, and her corsage boquets were stunning." "How long did you stay?" I struck in, trying to stem this glowing description, without a glance at the foot of the table. "Oh, Stella got into trouble as usual, running with a gang that were awfully dudine, so mamma soon brought us away. But,' pushing back her chair, 'let us unpack our trunks and get our knickerbockers and heavy boots for I assure you we've come prepared to live in the woods.' Truly, they had all sorts and kinds of suits, boots, etc., but, in point of fact they never went to the woods but once, and then they had beaux. Driving and everything else, was, to use their slang "n. g. unless there was a boy at the end of it." That they generally accomplished by having an errand the village every day, and they soon knew, or at least said more, about the young men of the neighborhood, than our girls, who had been raised among them. Their talk was spiced with how they "played off on their teacher," "got away with the Gov.," and "left" their mamma. The young folks came to see them with some trepidition but found nothing to justify it. As "all roads lead to Rome," so all subjects led to beaux, and to "make a mash" was their highest aim and constant talk. They were downright lazy, and would lie on the lounge by the half day reading novels of the most exciting kind. I offered them Dickens or Walter Scott, but they were "too slow." Tho' they had the best of teachers, they knew but little about music. If they did not want to go anywhere they had promised, they would be taken ill at the last moment and recover as suddenly when the time for going was past. I remonstrated with them but they coolly told me if they did not watch they would surely "get left." One of them had a schoolmate in Europe, Naples, I believe. I read her letters and they might have been written in the next county for all they contained, excepting once, she incidently mentioned Mount Vesuvius. They intended to marry, but only for money. Their talk was amusing, but before the month was up I had to bribe my own girls to keep them from imitating them." Now, do tell me, are they a fair specimen or an exception of wealthy city girls? Perhaps they will settle down into the accomplished ladies we read about, by and by, but it don't look like it. *Sue M. Miller.*

[From many years' acquaintance with city girls I am inclined to think this is not exaggerated by our entertaining correspondent. Let us hear what happened when the country cousins returned the visit.—Ed.]

A WOMAN'S WAY.

The house was sold. "But two seats left."
The ticket-seller said.
She looked at this, she looked at that,
In doubt she shook her head.

But two seats left in all the house
From which a choice to make;
But two and a half full hours it took
To settle which she'd take. — *Tid-Bits.*

Digitized by Google

For Woman's Department.

THE MISER'S WISH.

Oh, for a seat in Heaven
That my gold can never buy,
Only to live life over
Just to prepare to die:
Oh, for a few short years
To strive and worry and fret,
Then you could add a few dollars,
Better to die!—and forget.

Oh, for a seat in heaven,
A great deal to ask for so late,
The saints that have passed on before you
Were glad on their Master to wait;
Doing his work while here living
Now gone to the mansion above,
And what have you done in a life time,
To merit a Savior's love?

Oh, for a seat in heaven,
To rest in that quiet fold,
Oh, what are our worldly treasures,
Compared to this bliss untold.
There are seats for the worn and the weary,
As they lay down their burdens of life,
No gold have they to worship,
They ask rest from all trouble and strife.

The miser had plenty of gold,
But none to the poor had he given;
Think you his dim eyes could read there his doom,
No standing room even in Heaven?
All taken, the seats that money can't buy,
Filled with those who from earth have been driven
And the angels will sing to welcome them in,
Not the rich—but the poor, into heaven.

—*G. M. S.*

TRAINING OF CHILDREN.

To Woman's Department.

"The physical, mental and moral training of children is the most difficult obligation of life."

The above, from Mrs. Harper's editorial in the February *Magazine*, brought to my mind the chapter in "Ben-Hur," where Judah seeks his mother's counsel. The mother realizing that the future welfare of her son largely depends upon the nature of the information he is seeking, falters with misgivings of her own ability to instruct, and requests him to consult Simeon, one of the wise men of their people.

Judah replied: "No, I seek more than information; while he might give me that better than you, O, my mother, you can do better by giving me what he cannot—the resolution which is the soul of a man's soul."

Such an answer proves what the mother's life had been, day by day and year by year, before her child. We cannot inspire our children with the ardor of a great purpose if we do not possess the elements in our own character. Some one has said: "Example is the best educator of a child," and observation will show how true the remark is. If a parent is nervous and given to scolding, the children will be found impatient and irritable. Ordinarily, the mother is more constantly with her children than any one else, and to realize that her manner of living before them will leave its stamp upon the charter of each is enough to make a mother enter into the work of self-improvement with the zeal of a martyr.

Each one knows her own imperfections better than any one else, and a good, quiet thinking upon the subject will discover methods of overcoming imperfections, or rather weakness, and by overcoming weakness little by little, day by day, strength is developed—strength of character, physical, mental and moral strength: and to the confidence, respect and love of our children will be added the increased respect of our fellow-beings, for the world pays homage to strenth.

Self-improvement, in a very general sense, seems to me to be the greatest help to successfully performing what every thoughtful person will acknowledge to be "the most difficult obligation of life."

Georgie S. Mariner.

GREEN ISLAND, N. Y., March 26, 1887.

To Woman's Department.

There is one peculiarity about our *Magazine* agent, Oliver Ogden. He is always surprising his acquaintances and friends by appearing now with a full grown beard, next only a mustache, then a goatee, and sometimes neither one thing or the other. At present he is sporting a whisker, "it's decidedly Hinglish you know," and as the approach of warm weather will necessitate a removal of the luxuriant growth, I would like to suggest a plan through the columns of the *Magazine*. Let him cut off a little of his beard each day, and the change coming gradually, we will continue to recognize him.

There is also a peculiarity about our worthy Master, Wm. J. Mattice, he having lately become p-a-pa to the best boy in New York State. The peculiarity lies chiefly in the fact that ten years have elapsed since Will and Mabel started out together as man and wife, and this baby is the first to bless their union. Seeing they are greatly rejoiced over the advent of a child, we will all unite in wishing them a fair number of boys and girls to bless their old age.

I am a daddy,
Yes, they have me,
Daddy to a blue-eyed baby boy.
Every one I meet,
Especially them I greet,
Find it hard to let me pass,
So they stop, of me to ask,
"How is the little, darling baby boy?"

M. N. O.

OUR KITCHEN INTERESTS.

Mrs. Emma P. Ewing, professor of domestic economy in the Iowa agricultural college, gave her initial lecture recently in Peniusular hall before an intelligent audience of about three hundred, composed chiefly of ladies, who eagerly listened to her discoure on "Our Kitchen Interests." The speaker began by saying that the kitchen, rightly considered, is the pivotal point upon which a large majority, if not all, of our material interests revolve. In the United States there are at least eight million kitchens, and their mission is to prepare the daily food of some sixty millions of men, women and children. Statistics show that there is used every year in this country for human consumption, in round numbers 45,000,000,000 pounds of flour and meal, 10,000,000,000 pounds of meat and fish, 1,500,000,000 pounds of poultry and game, 435,000,000 pounds of coffee, 80,000,000 pounds of tea, 19,000,000,000 eggs, 150,000,000 bushels of potatoes 25,000,000 bushels of beans and peas to say nothing of the other vegetables, fruit, berries and food products that make up the national dietery.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.
Subscriptions must begin with the January, April, July or October number and expire with the year.
Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.
Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.
Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to
LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JUNE, 1887.

Delinquency.

MONTEREY, CAL., April 1, 1887.

Editor Locomotive Firemen's Magazine.

During the last few years we have noticed an alarming increase in the delinquent lists of Subordinate Lodges. At first we were lead to believe that it was on account of the extra assessments that were occasionally levied by the Grand Lodge to meet the payment of claims presented on account of death and disability, or perhaps, the small wages paid locomotive firemen in many sections, but on close examination we found there was about the same number delinquent months when the assessment was only one dollar, as when it was increased to two dollars. Again, we found that in the localities where there were the most delinquents, the highest rate of wages was paid, and that most of the men who were continually in arrears had no one to care for but themselves: while in the localities where small wages were the rule, and, the members had families to support, we found the Lodges in excellent condition, scarcely a delinquent; and we have arrived at the conclusion that it is not double assessments or small pay that cause delinquency, but a neglect on the part of the men to consider the great importance of being in good standing, and of laying by a "penny for a rainy day.' The greater part of the delinquents in our Brotherhood are unmarried men, men who have no one dependent upon them, and being of a liberal disposition toward every one but the Order, they very often spend their money foolishly, never thinking about the assessment due the Brothhood, and when the Collector calls their attention to the fact that they are suspended, they complain and say that they have not got the money; that they had not been notified of the assessment, and have all kinds of excuses: and by the time the next assessment comes due the same story is told; yet during that month they have squandered ten times the amount of the assessment and for that which will avail them nothing. Now, we have no doubt it is the intention of these men to pay their dues and assessments some time, but they neglect it so long that the amount becomes so large that it seems to them that the Brotherhood is getting too burdensome, and when they find themselves expelled then they always enter some excuse, and endeavor to get reinstated, and ofttimes this has been done, only for them to drop into the same old rut of "delinquency."

We sometimes wonder that these members never stop to consider the position they occupy when delinquent; cast off from all the privileges of membership; debarred from participating in the beneficiary department; no more in a position to be benefitted by the Brotherhood than one who has never belonged to it, going out on their engines, taking their lives in their hands, not knowing what moment the broken rail or the misplaced switch may hurl their train from the track, and them into eternity, leaving those behind that are dear to them, and to whom the benefits of the Order would be extended had they been in good standing; and yet in face of all the dangers locomotive firemen are compelled to confront, there is this large number who never think of paying the small assessment required of them to carry on the benevolent work of the Brotherhood.

Since the new laws enacted at the Thirteenth Annual Convention have been in force there has been a decided decrease in the number of delinquents; they now realize that to be delinquent means that they are suspended from every privilege of the Order; that they cannot pay up at their convenience, and getting the receipt of the Collector, immediately be placed in good standing, but before they are reinstated it must come before the Lodge and be entered upon the minutes, and they well know that when sixty days have elapsed, that the law expels them. No wonder these gentlemen who have belonged to the Brotherhood in name only, who have contributed but little to its support, and that little at their own convenience, cry out against the new laws, and arraign the men who framed them, and the Convention that enacted them. These same members could not live up to the laws under which we were working previous to January 1st, and even under those laws, when a member could be one hundred and twenty days delinquent and then pay up and get reinstated, they found fault because it was so short a time; they could not possibly save enough out of three months' earnings to pay the assessments and dues that had accrued during those three or four months.

We feel like saying "Bless the Lord" for the new laws when we see these old chronics compelled to help defray the expenses of the Order or else placed in a position where they can get no benefits; we do not forget that there are some members in our Order who are so situated that they cannot pay their assessments, but our laws provide for all those brothers, the same as it provides for those that would like the Brotherhood to keep a slate and charge them up with the amount every month, leaving it optional with them when that slate shall be wiped off; under our present laws we have dispensed with the slate and are doing business on strictly cash principles, and those that wish credit must be looking elsewhere. Let it be said that every member is in good standing; that all pay

Digitized by Google

their assessments and monthly dues promptly, and that we have no delinquents; and if the new law is enforced, as it must be, we will have that record; and while our expulsion list may be large at first, when we get all the old chronics weeded out then there will be more room for the good men who will fill their places. This Brotherhood is too grand an organization to allow its growth to be checked on account of a few soreheads who imagine that we should have laws to accommodate every member's whims, and that the laws under which we are now working should be overthrown, either in union meeting or the Turn Table Lodge Room, where the majority of the delinquents attend. Any one who is fair-minded will acknowledge that we are getting farther advanced every day, that our membership is on the increase, new Lodges constantly being added to our already large number, and with these facts before us, let every one that has the love of the Order at heart put his shoulder to the wheel and push forward with all his might. Say to the Croaker and Delinquent, *either assist or stand aside*, giving these men to understand that the Brotherhood can and will exist, even if they do not give it their support. It will only be a short time before we shall either make good sheep of this delinquent flock or they will be cast out with the goats. *Latin.*

CAMPBELLTON, N. B., May 2, 1887.

Mr. Editor:

Again the *Magazine* has put in its appearance in our midst up here on this northern division of the Inter-colonial railway, and I think I voice the sentiments of all the boys when I say it is always looked for as a welcome visitor. It appears to me as if the boys on this road were afraid to write—or perhaps some of them did write and their correspondence was not published—if the latter is true I think the editor of the *Magazine* will have a great sin to answer for, by throwing cold water (if I may use the term,) on us poor, bashful and half frozen mortals, who are called firemen and drivers on this road. I want our American cousins not to misunderstand me and think we are driving horses or mules, and the firemen assisting us—far from that, we are like themselves in one respect. We go bounding over the rail on engines of all kinds and descriptions, and it would require some of our brothers who sign themselves "Tender," "Draw-head," "Jim Crow," "Jerk-water," and last but not least, "Vulcan," to tell in what direction the pin and wheel would travel. If they were ordered out on some of the engines on this road after some "starter and stopper" had made a round trip on them, I think they would be puzzled, if not altogether lost. I may say the engines are of a good class but very poorly cared for, as during the winter months they are run just as long as they hold together, and drivers do not always have the same engines, but on the contrary, a strange engine every trip, the result being very unsatisfactory for the men, and anything but fair play to the engines.

It is with regret that I record the death of Brother James G. Thompson, which occurred two miles east of Millstream Station on the 22d of April. Brother Thompson was firing engine 75 for Bro. Harry Turner, and they were within twenty miles of Campbellton, where Bro. Thompson's aged father resides, when one of the circulating tubes of the arch completely broke away from the flue sheet, and just as he was in the act of putting in a fire the hot water and steam struck him in the face and on the legs, and he must either have been blown off or fell from the tender, which resulted in his death. He was picked up on the side of the track with a large hole in his skull, which must have occurred when he fell from the tender, his head coming in contact with a rock. Poor fellow, he was greatly esteemed by all who knew him, and his sudden death has cast a gloom over all the boys who run on this division. He will be greatly missed by the Lodge, of which he was so true a member. He was buried on Sunday, April 24, and, although the day was wet, the brothers all turned out to pay their last respects to one they loved so well, and it was spoken of by everyone who witnessed it, as the best conducted funeral ever held in Campbellton. Great credit is due to Bros. Bastin, Devereaux and Gorham for the interest they took, and much praise is due to Superintendent J. E. Price, and Mechanical Foreman James S. Johnson, for bringing the brothers all in to attend the funeral; such deeds will not soon be forgotten. Bro. Thompson lived about twelve hours after the accident occurred but was unconscious until the last, and never spoke.

Trusting you will find space, and publish this in the June *Magazine*, I am

Yours fraternally, *Tandy.*

ALGIERS, LA., March 23, 1887.

Editor Locomotive Firemen's Magazine:

Not observing any thing in the *Magazine* of late relating to Endeavor Lodge, No. 267, I desire to say that our reception of our Grand Secretary and Treasurer on Friday, March 11, was an occasion in the highest degree enjoyable. Refreshments were in abundance, and the ladies, who were out in force, seemed to be delighted with all they saw and heard, and the boys were never more gallant or courteous in their attentions to the fair sex, and it will be a matter of surprise if a number of matrimonial incidents do not result from the event. The occasion was made still more enjoyable by the attendance of members of the B. of L. E., and the B. of R. B., and I can assure the Grand Secretary and Treasurer, that his visit to Algiers has made the boys of 267 better members of the Order, and made the lady friends greater admirers of the B. of L. F.

Shaun, the Post.

For the Magazine.

GOD'S WONDROUS MERCY.

How wondrous are thy works, O, Lord; that my soul
knows right well
What joy, what comfort it affords, on that fair theme
to dwell!
Thy wondrous mercy, Lord, to me has consolation
given,
For on that mercy I rely, to gain the path to heaven.

When darkness gathered 'round my path, and all
seemed gloom and drear,
Thy wondrous mercy bore me up, dispelled each
slavish fear.
Then on that mercy I'll rely, count all things else as
dross—
To Thee for safety I will fly, cling firmly to Thy cross.

—*E. Splaine.*

Digitized by Google

TAYLOR, TEX., April 21, 1887.

Editor Firemen's Magazine:

Not having seen any communication lately from Texas, particularly this portion of Texas, and wishing to relieve our Northern and Eastern brethren of the possible impression that we are all asleep or dead in this part of the country, I embrace this opportunity of communicating to our fraternal world a few of the doings of this little oasis in the great wilderness of Texas. We are not dead here by any means, at least very few would think so, if they should chance to drop in some Wednesday night "up at the lodge." Alamo Lodge is progressing slowly but surely in that steady, plodding way which always conquers, and she is doing good work here in more ways than one. Our roll call of members has been increased and materially strengthened, not only by new members, but has been strongly reinforced by the addition of several old and tried members from other Lodges, amongst whom I may mention Bro. B. C. Melson, our intrepid Collector, formerly of No. 177, who, by the way, is the right man in the right place. Bro. Melson has a smile for every one, and is a most energetic worker in his department as Collector, particularly on pay car arrivals, when he may be seen, receipt book in hand, extracting the hard cash from the pocket-books of the boys. A short time since the Lodge was stormed by a party of ladies, who had called to present us with a most acceptable gift in the shape of a very handsome Bible. The present was gracefully acknowledged by the Chaplain and our worthy Master, A. Hayden, but words would be feeble to express the gratitude and feelings of the brothers at being so gracefully and generously recognized by the fair sex of Taylor. We have also enriched the Lodge by the addition of a superb set of regalia, and to see us attired in them you would think we were as proud as full feathered peacocks; however, pride in this case is justifiable, and I think the brothers can very well be excused for a little exhibition of vanity.

We have had two departures from the ranks of bachelordom lately. Bro. Pat Moynahan went into partnership a short time since with one of the fair sex of San Antonio, and Bro. J. Rhodes made a trip East lately and returned with a fair companion and life partner. We wish them prosperity, success, and happiness in their new venture, and now the matrimonial ball is started I think we must contrive to keep it rolling. There is no telling who will be the next. It did seem some time ago that Bro. Joe Green contemplated—but there, I guess I must not particularize too much, or I may get into hot water.

Bro. Aikman, our able Receiver, is still flinging the cars around in Taylor yard, and now the little 40 is out of the shop the yard men and engineers are thoroughly satisfied. Bro. Rhodes says, with a grin, "You bet, she's a dandy!" It would seem by the amount of correspondence received and forwarded by Bro. Aikman that he must be doing a terribly large business by mail—the matter remains a mystery to us, but the handwriting is very similar to a lady's hand.

Bros. Thrailkill and Smith still hold the 752 down. Tom is our worthy Vice, and a splendid Vice he makes, too. Bro. Joe Green, our Past Master, presides over the "6 spot," but cannot get the whistling down so fine as he used to. I understand now in regard to Austin Hill that "we never speak as we pass by." How is that, Joe?

Our worthy master, A. Hayden, has given up road service for a while, and taken position as time keeper under Mr. Sam Spangler, the worthy and affable master mechanic at this point. He can now give more attention to Lodge business and rustle the boys better. There seems to be some great attraction at San Antonio, however, for I notice that Brother Hayden is very frequently down there—perhaps he can explain. Bro. Geo. Spangler, our secretary, is patiently waiting on the first I. & G. N. extension front, No. 747. She will be out very soon and she will be a daisy. I guess the extension business will also mean an extension of the poor fireman's labor, but, then, a thing of beauty is a joy forever.

Bro. Bain is still on the South end division, and it appears to be a very economical division to work on too. I understand the heat is so severe there that a man cannot indulge in more than one meal a day! What a blissful country to live in! I may also mention Bro. Minnis on 787, who is doing capitally, also Bro. Pereira of No. 145, who holds down the left side of 736 in company with "Uncle Johnny." Bro. Hammond is running extras out of San Antonio, also Bro. P. Moynahan.

Bro. Brownson, the lady's man, and our Magazine Agent, is on the 33 on the new T., B. & H. extension, also Bro. Ed. Rodenbaugh on same division. Bros. Gallegly and Al. Walker are running on the M., K. & T. division. Bros. M. Moynahan, our chaplain, and Ira Green of No. 156 are running out of here, and Bros. Van Hoesen and Tom Beavers are stationed at Austin, but run up once in a while and give us a call. I must also mention amongst others Bros. F. Haley (who has a welcome visitor late arrived—in the shape of a young fireman), L. Bernhard, Sam Moore and S. Myers. Bro. H. C. Gordon, of No. 8, is also down here manufacturing black smoke.

I think now, after so much detail I had better begin to draw my communication to an ending.

Not being accustomed to literary efforts, particularly of such prodigious dimensions as this, I will conclude, trusting that, although it may undoubtedly merit the usual fate, this epistle from the "Wild West" may reach its destination by being placed in the columns of our valuable *Magazine*, and escape that dreaded "Black Hole of Calcutta" to the embryo essayist—the waste paper basket.

With best wishes,

Artemas Ward.

For the Magazine:

THE DUDE'S APPEAL.

My dearest Jemima, the pride of my life,
My sweet rose, my honey, will you be my wife
I can't live without you, my heaven, my hope.
She calmly replied: "I want no soft soap:
I'll be candid and plain, but don't think me rude
It's not my intention to wed with a dude."

—*Ed. Shaine*

Digitized by Google

Monument to a Locomotive Fireman.

Editor Locomotive Firemen's Magazine:

The following dispatch came to my attention a short time ago:

EASTON, PA., March 15 (*Special*).—The affection railroaders have for each other and the manner in which these men frequently appreciate each other's services was never more clearly shown than by a good work just performed by the Brotherhood of Locomotive Engineers of this vicinity. On Sunday, September 5, 1886, the Brotherhoods of Locomotive Engineers between Easton and Scranton held a union meeting in the latter city, and a special train of ten cars was run from here to Scranton, over the Lehigh and Susquehanna Railroad, for their accommodation.

While the train was nearing Glendon on its return trip it dashed into a coal train that was left standing on the main track without any protection, and with no signal displayed to warn the engineer of the danger. The excursion train struck the coal cars with great force. George P. Dye, the fireman, was caught between the tank and the engine and crushed to death. Dye was a member of the Brotherhood of Locomotive Firemen, and a favorite on the road. The Brotherhood of Engineers here at its next meeting took into consideration the manner and circumstances of young Dye's death, and at once decided to erect a monument to his memory. The stone is of Quincy granite, stands 8 feet high, is beautifully polished, cost over $400, and bears the following inscription:—

"Erected by the Brotherhood of Locomotive Engineers in memory of George P. Dye. Born December 15, 1864, member of Lodge No. 11, B. of L. F., who met his death in an accident on the L. and S. Railroad, September 5, 1886."

The monument will be erected at Dye's grave in the Easton Cemetery as soon as the weather permits. A similar act of this kind is not on record.

When I read this special dispatch to the Philadelphia Evening Telegraph, of March 16, 1887, this thought came to my mind: Why should there be any difference between the Brotherhoods of Locomotive Engineers and Firemen? It is one and the same most *honorable* and *worthy* calling; the one has reached the *right hand* side of the Locomotive cab through long and faithful service and experience as a Fireman on the left. Of necessity, then, the Locomotive Engineers of the future, must come from the ranks of Locomotive Firemen.

In this action of the Locomotive Engineers to a dead Fireman, who died at his post of duty, they have extended the hand of fellowship, which, if I know the Firemen aright, they will grasp fully half way on the meeting ground over the grave of George P. Dye.

"Are there no living heroes, must men die
To be accounted noble, true and brave?
Are all the laurel wreaths woven to lie
On pale, unconscious brows, cold in the grave?

"Give honor to the martyrs—those who fall,
And falling, have their crown of glory won:
But honor, too, the living heroes, all
Who, living, lay no duty down undone."

—*Eccentric.*

ALGIERS, LA., March 1, 1887.

Editor Locomotive Firemen's Magazine:

I will again try my hand for the benefit of our *Magazine*, a delightful little book. It seems to me that Endeavor Lodge No. 267, is one of the most silent of the entire sisterhood of lodges. I am sure it is not for the want of qualification, as there are plenty of our members sufficiently accomplished to write entertainingly for the *Magazine*. In this regard I hope to see a change for the better at an early day. Endeavor Lodge, in its membership, has very good material, and with a little more interest and instruction No. 267 will be one of the best Lodges of which the South can boast.

We had a delightful visit from Bro. J. J. Hannahan on the 23d of February. The meeting was called to order at 7:30 P. M. There was a very good attendance. Bro. Hannahan presided and exemplified the secret work of the Order, after which he delivered a most heartfelt and welcome address.

The visit of Bro. Hannahan took the boys somewhat by surprise, as they were not prepared to receive him as they would liked to have done, but we hope to be excused this time, as it was the first visit of any of the Grand Officers since the organization of the Lodge. Bro. Hannahan was received by the officials of the Southern Pacific R. R. with great courtesy. Mr. J. D. Connell, the master mechanic escorted him through the shops, showing him every piece of machinery there was to be seen. Mr. W. F. Owens received Bro. Hannahan in like manner, and as superintendent was able to make the visit highly agreeable. Mr. W. P. Donner, our round house foreman, was also exceedingly courteous to our Vice Grand Master.

Wishing the officers of the Grand Lodge great success, and hoping to hear from some other members of Endeavor Lodge I will close this letter.

Main Rod.

CHICAGO, ILL., March 25, 1887.

Editor Locomotive Firemen's Magazine:

As some of the Illinois Central boys are at a loss to know who had the "nerve" to mention their names in last month's *Magazine*, I will give them another opportunity to find out. Bro. Dunham says he wants everybody to distinctly understand that he is no "ornament." We have been watching his movements lately and he might just as well get off the train at the same place every night as to get off one night at Forty-third street, and the next between there and Hyde Park. Now Frank, my poor unsophisticated youth, we know where she lives because Jumbo is on your track. (Excuse me, I mean Major Creighton.) Miller with the 222 is still on the South Chicago route. Holly performs with the 221 on the suburban trains yet. I guess he knows about this time where the C. & E. I. crossing is, and stops thinking of his "Colleen Bawn" on Wabash avenue until he is safely over the crossing. Dubois has changed his mind and abandoned the idea of opening a skating rink—he intends studying astronomy in the future. Now, for a few of the fire boys. Bro. Deegan is still on the 59 and is fattening himself by eating "cheese." Bro. Jerry can not study law very well lately, he thinks he has enough to do to help his engineer to make a sneak on the boys when he goes to see his girl. Major Creighton adds grace to the 229 by having his mug stuck out of the window as he goes along the lake front. His captivating smile would stop a clock. I guess you will think that I am never going to shut off, but hoping to hear from some of the rest of the I. C. boys soon I will now set brakes.

Yours in P., C., S. and J.

Injured Innocence.

Digitized by Google

For the Magazine.

CHESTNUT RIDGE LODGE.

The people of Derry were pleasantly surprised,
When on the sixth of April last, our Lodge was organized;
We named it "Chestnut Ridge," number "three hundred ten,"
And it began its mission here, with fifteen gallant men.

Our Master and our Vice deserve great commendation,
For they have labored manfully for our elevation,
And they are men of honor, each with unsullied name,
And we are glad to see them climbing the mountain track of fame.

Our Secretary's known to all as the "quick farmer,"
And ladies beautiful and fair say he is a "charmer,"
And since good fortune's placed him on the caboose's right side,
Get on with old "Wareham," if you want a rapid ride.

Our Collector's a fine-looking man, besides he is a scholar,
And he can most blandly say, "Come brothers, pay that dollar;"
And we know he is just the man for the collection place,
For when he asks for money, he wears a smiling face.

Our Receiver is a man whom the ladies all admire,
And the ladies "God bless 'em," know when a man's "true blue,"
And though he's been advanced, he don't forget the "men of fire,"
Since he sits upon the right side of our "local," twenty-two.

Fearing I may occasion disturbance and confusion,
I'll bring this rhyming effort to a sudden conclusion;
Maybe I'll be more graceful the next time I write,
And now, as 'tis getting late, I'll bid the *Magazine* good night.

—*Chestnut Ridge.*

ALBINA, OREGON, April 28, 1887.

Editor Locomotive Firemen's Magazine:

One of the most enjoyable events of the season was the third annual ball of J. B. Maynard Lodge, No. 198, which was given at Neffache's Hall, East Portland, on Thursday evening, April 14. The evening was all that could be desired. At 9:30 Parsons & Bray's orchestra struck up the grand march, which was led by Bro. Wm. Hays and wife, followed by fifty couples. All the officers and members present were in full regalia and looked very handsome. On each side of the hall were hung several large locomotive photographs, and all around the hall were hung alternately red and green railroad lanterns. At one end of the hall and in front of the stage was a large locomotive headlight which cast its rays on the letters "B. of L. F." on the opposite end of the the hall. The decoration was most beautiful, the programme was in itself quite a novelty. The ball lasted until two o'clock, and was very much enjoyed by all who were in attendance. The members feel very proud of their success, and certainly have a right to, for they were highly complimented upon all sides. We are indebted to the O., P. & N. Co. for a special train which conveyed our guests from Albina and return.

Observer.

NEW HAVEN, CONN., March 6, 1887

Editor Locomotive Firemen's Magazine:

The second annual ball of Elm City Lodge No. 284, took place at Lincoln Rink, on January 15th. From press accounts, as well as from the opinions expressed by those present, it was second to no similar entertainment given in New Haven this season. There were 281 couple in the grand march, which was led by Bro. Downs and wife. Thomas' full orchestra furnished the music, and Max Thalheimer supplied the viands, and as a caterer proved a success. The decorations were furnished by the New Haven Decorating Company and were very costly and beautiful. One of the advertising schemes of the committee, was an immense banner stretched across Chapel street, with a locomotive and a train of cars, about half the natural size artistically painted on its folds. The effect was striking, and the object aimed at was accomplished. The committee of arrangements consisted of Chas. H. Alling chairman, and G. O. Hall, Ed. Dugan, H. Ganester and E. S. Alling. The receipts show a net gain of about $325 00 over expenses, which will be used to help worthy brothers in distress.

Yours fraternally,

Eugene S. Alling.

HINTON, W. VA., March 23, 1887.

Editor Locomotive Firemen's Magazine:

Having read the *Firemen's Magazine* for some time I have not been able to find anything relating to Hinton Lodge No. 236, and this must be my excuse for writing.

I take the liberty of saying that at one time, as much as I love the Brotherhood, I was greatly discouraged. I felt as if the indifference of the membership would result in the loss of our charter. All is changed now, and No. 236 stands arrayed in victorious garments and bids defiance to discouragements.

On February 10th, our Lodge gave its first ball, which was a grand success, being largely attended by all, our Master, Julius Grether, acting as manager, and I am glad to say that 236 has one of the most energetic and hard working Masters that has ever fallen to her lot. Bro. Grether is very much esteemed by all for his amiability and prompt attention. I bid him God speed in all his undertakings, and he will be long remembered by the members of 236.

A Member.

PHILADELPHIA, PA., March 28, 1887.

Editor Locomotive Firemen's Magazine:

As I have not observed anything in the *Magazine* relating to Wissahickon Lodge, No. 322, since it was organized, I have concluded to write, to let the Brotherhood know that we are prospering and that our membership is nearly forty, and that we are adding to it at every meeting. I also desire to let the brothers know that there are a great many Brotherhood firemen on the Reading system whom they do not know, and that we are all very thankful to Bros. Harrison, McCabe and Klemmer for their good judgment, in selecting our regalias.

First Attempt.

Digitized by Google

OUR ENGINEMEN.

One night while pulling a train,
On the grand St. Lawrence shore,
I was led to think of the boys
Of the hundred and forty-four.

The first was our good Bro. Bulmer,
The man of the iron will,
He is one of our charter members,
And well known as "Buffalo Bill."

There is Graham, Price and Morton,
Every one of whom are *bricks*,
McDonald, too, and Murphy,
And good looking Brother Hicks.

There is our worthy Brother Henry,
Now acting as our "Vice,"
To handle a team, he can't be beat,
And the ladies say he's "nice."

Our worthy Brother Devereux,
Is supported on the right,
By Brother Kean, who slings the ink,
And keeps our records bright.

Andy McCabe, the giant,
And the gallant Duncan C.
Smith, McNutt and Maltby,
And Scott and Thomas G.

There is baby elephant, Fraser,
Sinclair and Dusty Moore,
All of them loyal members
Of one hundred and forty-four.

Some others I might mention,
But to-day I haven't time,
Some other day of leisure
I'll complete this rambling rhyme.

I hope none will be offended,
By what I've written here,
If not you may hear again
From your Brother Engineer.

17x24.

Non-Attendance.

MONTEREY, CAL., May 1, 1887.

Editor Locomotive Firemen's Magazine:

Having just returned from a trip East, where I had the pleasure of visiting quite a number of Lodges of our Order, and having formed the acquaintance of a large number of members located at different points, I was particularly impressed with the answer that I almost invariably received when I approached a brother and asked him about his Lodge, or when there would be a meeting held. In the majority of cases, the reply was: Our Lodge has not held a meeting for a month, or for two months; or, as was said to me in one place I visited: we have not held a meeting this year; or, in places where meetings were held, I was often informed by members who claimed to be in good standing, "I have not entered a lodge room for two years; I never attend meetings." Such answers, from men belonging to a Brotherhood like ours, whose mission is for the benefit of mankind and the elevation of all its members, caused me to feel that the men of our Order did not consider the responsibilities they had assumed, when taking upon themselves the obligation, but had become lukewarm, losing interest in the Brotherhood, leaving it to take care of itself. In one or two instances, we were fortunate enough to be present at Lodge meeting, where the lukewarm members were in the majority, and after much persuasion, we were able to convince them that it was their duty to hold a meeting, in order to comply with the laws: when the hour for the meeting arrived, we went to the Lodge room, where we found four or five men assembled, who seemed to me to feel about as much at home as I would in South Africa; after waiting for an hour or two, we count noses and find seven men assembled, out of a membership of sixty. The Master and Vice Master are not present, being out on the road, so one of the members is called to preside. On taking the chair, he makes the following apology: "I have not been to a meeting this year, I have not looked at the new Constitution, and I am entirely unfamiliar with the work; I must be excused." Another is called upon and the same story is repeated, and so on through the entire membership. Now, Mr. Editor, being of a very retiring disposition, I do not feel like putting myself forward by taking the chair, but I do the best I can by giving them instructions, explaining the laws, impressing them with the importance of holding meetings, and endeavoring to infuse a little new life into them. Sometimes I think my labors are not in vain, as some brother rises and confesses his neglectfulness, and promises that from that time on he will be a faithful worker. Knowing how careful our Grand Officers are to explain through circulars all important matters, thereby endeavoring to instruct the members, I often call attention to some particular circular that I have heard read in my Lodge at Oakland, which contained some sentiment that I was particularly impressed with, and I am informed that this is the first time they ever knew of such a circular being issued, and on the Secretary looking through his papers he finds the document just as it came from the Grand Office, having never been opened. Then it is that the thought comes home to us, is there not work for us all to do? I do not wonder that men get expelled from the Brotherhood; we are not surprised at the stringent laws that our Conventions have enacted, when men who have taken such an obligation as every man who ever crossed the threshold of our Brotherhood has taken, will become so heedless and neglectful of the duties of membership.

The members of a Lodge should feel ashamed to allow such a state of things to exist. A member who will say that he has not been inside a Lodge room for a year when he has had opportunity to do so, simply because he has not taken enough interest, had ought to have enough pride in himself to take his final withdrawal card. What good is he to the organization? He may say that he pays his dues and assessments. So he may, but is that all his obligation calls for? Does he not say that he will do all in his power to promote the welfare of the Order? I am thinking that I took an obligation similar to that, and I do not consider that I would be fulfilling it did I never enter a Lodge or do anything to promote the interests of the Brotherhood outside of paying my dues and assessments. No wonder that Lodges cannot hold meetings, with so many stay-away members as are contained in some of them. I am referring to men who have no excuse for not attending meetings. There are members in our Order who are compelled to remain away from their Lodge on account of business or other important reasons, but those men have an interest in the Lodge, and you will always find them well versed in the Constitution; they are doing something for the Order, even if not permitted to work before the altar.

Digitized by Google

But I do refer to the men who could attend if they had the disposition, but either on account of lack of interest, or because they were born tired, it is too much of an effort for them to climb a few stairs and get to the Lodge room. These are the ones we desire to reach; let a rumor go forth that there is a movement on foot in the Lodge to ask for a raise of wages, and at some particular Lodge meeting the Board of Adjustment is going to report, and you would imagine Gabriel had blown his last trumpet, as you see the rush of these members towards the Lodge room; and to hear the eloquence poured forth by them one would imagine that the spirit of some great statesman had taken possession of them. But when the work is done by the Board they return to the same indolent ways, and either remain in a dormant condition, or else set up a howl like a California mountain lion because things did not go to suit them.

Now, I am home here in the west with my associates, and must again take up my scoop, yet I shall endeavor to impress upon every member of my Lodge that one of the most important duties for us to perform is to hold meetings regularly, and see to it that all members attend. Let every member in the Order resolve within himself that not a meeting shall pass without his presence, if possible for him to attend, and let him be willing to sacrifice some things, if need be, in order to assist in carrying on the work of his Lodge. Let it not be said of a Lodge in the entire Brotherhood that they cannot hold a meeting, but on the other hand let us hear reports from all sections of large attendances; then we will begin to perform the work we have obligated ourselves to do, and the growth of our Order the coming years will surpass all former ones. Let every member carry a Constitution in his pocket, and when he has a few moments to spare, open it and read some section, thereby becoming familiar with all our laws.

Be ready at all times to discuss any question that may come up, and be prepared to enlighten others; then it can be truly said of you: "He is a Brotherhood man." *Latin.*

WEST PHILADELPHIA, PA., March 31, 1887.

Mr. Editor:

Some time ago I had occasion to take a business and pleasure trip combined to Georgetown, Del., and took a few notes as I passed along, thinking they might perhaps be interesting to some of the many readers of your *Magazine*.

I left Philadelphia in the morning on train No. 1, by P. W. & B. R. R. to Wilmington, Del., 27 miles, then over the Delaware road to Harrington, 65 miles, changed cars and took Delaware, Maryland & Virginia road to Georgetown, 25 miles.

The country from Philadelphia to Wilmington is very thickly settled, stations very close, and some fine residences all along the line, with a fine view of the Delaware river and the Jersey shore in the distance. The Delaware road extends from Wilmington to Delmar, Del., 97 miles, with branches from Townsend to Centreville, 35 miles, Clayton to Oxford, Md., 54 miles, Harrington to Lewis, Del., 40 miles, Franklin, Va., 80 miles, and Seaford to Cambridge, Md., 35 miles. From Wilmington to Dover, the country is not so thickly settled, but very fine farms and buildings, interspersed with peach orchards, which get more numerous as you get near Clayton and Wyoming, the last named being the Jumbo in peaches.

Small berries, such as strawberries, blackberries and raspberries, claim a large share of attention, the former being most numerous, and all under a high state of cultivation.

From the number of fruit driers and canning houses and phosphate factories along the line, it must be an extensive business, the phosphate coming in for a share in the race for number of buildings, for one seems as numerous as the other.

At Delmar, the Delaware connects with the New York, Philadelphia & Norfolk Railroad, which extends to Cape Charles, Va., 97 miles, with steamer connections to Norfolk and Portsmouth, Va.

The road has only been built about three years and has been a success as a freight line, largely increasing the freight traffic over the Delaware, putting on more trains and promoting firemen. Each man, before he is promoted, must pass an examination before a board of examiners, consisting of the Superintendent of Motive Power, Master Mechanic and Road Foreman of Engines. Breaking down along the road, combustion of coal, valve motion and Westinghouse air brake, are the subjects discussed. Quite a lot have been examined who have stood the test. Among them were Connor, who can saw wood at the table; Weatherby, of ash pan fame; Shepherd, the silent; Parsons, the Canacker, and others whose names I was not fortunate in securing. I hope the above named gentlemen will not be insulted by seeing their names in print, for none of them ever go twice over the hill unless they have to. The examinations are Pennsylvania standard orders, and cause the boys to hunt up Forney, Sinclair, Westinghouse, and to button-hole some old soldier behind some tank for information, on short notice.

Occasionally, one unfortunate gets turned down, which, no doubt, is a good thing, for he drops her another notch and goes at it again with renewed vigor.

In Sinclair's book on Locomotive Engine Running, page 55, he speaks of the model fireman, what he does, and how he attends to business. Again, in the February number of the *National Car and Locomotive Builder* (page 24) will be found an article upon the effect of handling a locomotive carefully where the same model fireman has been promoted, and his record spoken of, which is creditable to him, and it is an example for others, worthy of notice.

On my way back, I stopped in Wilmington for a few hours, and made a tour of the round house. On the Delaware, the eight engines are P., W. & B. R. R. build, 16x24, 5 foot wheel, some Baldwin, same size. All are doing good work in the way of getting trains from Delmar to Wilmington, with twenty-five cars, in three hours and thirty minutes, three stops for water and orders. The boys must certainly have to bend their backs and shovel coal. The passenger engines are all very nice and clean, one in particular, No. 40, which was creditable to the men firing her, each engine having two crews. All men

Digitized by Google

are paid by the trip since January 1st, which seems satisfactory, as all are making more money than when paid by the month.

Hoping this may be of interest to some of your readers, I am, &c., yours for success,

Star.

SUNBURY, PA., February 20, 1887.

Editor Locomotive Firemen's Magazine:

While Provident Lodge No. 220 was quietly performing its duties Sunday afternoon, February 6, the Outer Guard announced that a deputation of ladies desired admission. As a matter of course, this was granted, and the ladies were not only welcomed, but they were granted the privilege of presiding over the meeting. They requested Mr. Chas. May, road foreman of engineers, who accompanied them to the hall, to act in their behalf. Mr. May thanked the Lodge for their courtesy, and then proceeded to deliver an oration, which was entertaining and instructive. Having finished his remarks, to our great astonishment he presented No. 220, on behalf of the ladies present, a full set of regalias, as a token of their friendship and esteem. Bro. Buck, Master of the Lodge, in felicitous terms, accepted the beautiful present and most happily expressed the appreciation and gratitude of the members. Bro. C. C. Bowen also delivered a highly interesting address, in which he made many appropriate remarks upon the motto of our Brotherhood. J. E. Bowen then explained the chart to the ladies, and in conclusion, the members of the Lodge formed in a circle around the altar, and a pleasant time of hand shaking and the exchange of pleasant words was had. The occasion was both pleasant and profitable to all who were present. *Provident.*

GREENVILLE, TEXAS, May 27, 1887.

Editor Locomotive Firemen's Magazine:

As we are nearing the close of the fiscal year of our Order, I think it would not be amiss to say a few words to our members through our *Magazine*, concerning the necessity of paying up and getting their Lodges in a good, healthy condition, for the commencement of the new year. Having served, at different times, in the capacity of Master and Collector, (Financier), I know the trouble that may be saved these officers if every member will come to the front and pay up all arrearages. My advice to every member is, that he pay to his Collector at once whatever may be owing, and with the beginning of the new year resolve that he will not again fall behind. I would ask, where is the advantage of being a member of the B. of L. F., unless you keep yourself in good standing? Should anything happen to a member while in arrears, he would fail to attain the very object for which he joined the Order. A man who allows himself to fall behind with his dues and assessments is unjust, not only to himself, but to those who are dependent upon him. To the officers I would say, insist upon all members paying up to August 1, and get rid of those who refuse, the chronic delinquents, and commence the new year with every man on the rolls square. It is better to have only a few members who keep themselves always in good standing, than to have twice the number and half of them always behind with their dues and assessments. The man who pays his dues and assessments only when he wants a traveling card, or some other assistance, is a fraud, and the quicker a Lodge gets rid of him the better. It is an imposition on the good paying members to carry the non-paying ones, and it has a tendency to make them all careless and indifferent. It makes a great deal of extra work for the officers, and is, at any time, liable to bring the Lodge into bad repute with the public. Should a member, while in arrears to his Lodge, have an accident, get crippled or killed, and the insurance is not forthcoming, the public, not understanding why the money is withheld, would condemn, not only his Lodge, but the entire Order. I appeal to the officers and all good members to come to the front and do their duty; shake off the drones, the dishonest element, who are hanging on to the tail end of the Brotherhood. Let us be zealous and use every effort in making the coming year the most successful and the grandest in the history of our beloved Order.

Some members refuse to pay their dues,
While others say they cannot spare the cash;
If it wasn't for the few that are always staunch and true,
This Brotherhood would quickly go to smash.

But we've stood this thing quite long enough,
And we're going to call a halt right here;
And if all the tardy lads don't at once put up the scads,
We will drop them at the closing of the year.

No drones can hang around our busy hive,
I am giving you all a straight, plain talk;
You had better all take heed and pay up with greater speed,
Or we're going to let you take a little drop.

There are plenty of good men within our fold,
Who at once respond when duty points the way,
And we'd rather have a few, of the honest, tried and true,
Than a hundred thousand bums who do not pay.

When the August statement reaches brother Dobs,
You must have your little dollar on your line,
Or your name will get a scratch and with the tardy batch,
You will drop, with them, at once, clear out of time.

I am hitting you pretty hard, I will admit,
But with the beginning of the fiscal year,
You will find yourself adrift, and you then alone must shift,
For the Brotherhood must keep her record clear.

—*East Line.*

ALBERT RUSSELL, of Webster, Mass., formerly employed on the Southern Pacific, at Tucson, Arizona, will learn something to his advantage by corresponding with F. P. Sargent, Terre Haute, Ind.

MR. G. W. CUSHING, Supt. M. P. and M. of the Northern Pacific, fills his position with ability and dignity. He is a thorough gentleman and has the unbounded confidence and respect of all his employes.

ANYONE desiring any information in regard to the Firemen's Mutual Benefit Association of the Denver & Rio Grande and Atchison, Topeka and Santa Fe Railroads, will enclose a stamp and address, C. S. Walker, South Pueblo, Col.

Digitized by Google

For the Magazine.

TO MULLIGAN GUARDS.

Can I tell you, my friend, why I never married?
  Can I tell, do you ask, why I'm living alone?
Can I tell you why so long I have tarried
  In securing a nice little wife for my home?
I will, my dear sir, make an effort to answer
  The questions propounded in the May *Magazine*,
And expose to your gaze the undying cancer
  That's eating away at my heart all unseen.

Some twenty-six summers have passed since one morning—
  A sweet little maiden as bright as the dawn,
As gay as the lark, and as full of sweet music,
  Was singing her love songs that beautiful morn.
I intruded my presence, which seemed much to please her,
  But soon a dark cloud her sweet face did mar;
For I had come to say farewell to my darling,
  And with the morrow would be off to the war.

Then four years of hardships, made harder by fighting,
  With many a wound and many a scar—
With the loss of an eye, a limb and three fingers.
  At length came the close of that terrible war,
I returned to my home with what was remaining
  Of as handsome a lad as there was in the land;
My heart was quite full as I thought of reclaiming
  The love of the girl I had left far behind;

Her sweet presence hovered around and about me.
  When out on the battle field amid the lead hail,
And I fancied her waiting with prayers for my safety,
  And wondering if I at the firing would quail.
Then I shook myself proudly and adjusted my canteen,
  And buckled my strap that held sabre and gun,
And vowed if a thousand of "Rebs" would confront me
  I would stay there and fight them, disdaining to run.

But Time, fell destroyer of a youth's fond ambitions,
  Had been getting his work in while I was away,
And Polly, regardless of previous conditions,
  Had married the cobbler just over the way.
And then, in addition to my other afflictions,
  A poor broken heart, all bleeding and torn,
Was added to my most unenviable collection.
  And this, my dear sir, is why I still am alone.

—*East Line.*

SOUTH EASTON, PA., March 8, 1887.

Editor Locomotive Firemen's Magazine.

I write, for the first time, to the *Magazine*, that the Brotherhood may hear from Onoko Lodge, No. 211. This Lodge was instituted about three years ago, but no article referring to it, has ever appeared in the *Magazine*. This silence looks as though our members were negligent, or something else. I will, therefore, make an attempt to let the Brotherhood know that we are alive and doing well. Our worthy Past Master, D. W. Henry, who represented our Lodge at Minneapolis in 1886, will soon step to the right hand side of an engine. Success to him. The wife of our worthy brother, Wm. B. Roberts, has recently presented him with a bright and bouncing baby daughter, and Bro. Roberts is now on the right side of an engine, pulling the throttle. May he have good luck. The rest of the members of 211 are all right, and the Lodge is in a flourishing condition. We have a new set of regalias, and they look immense, and justly make the members feel proud.

S. F. Milheim.

FORT GRATIOT, MICH., March 1, 1887.

Editor Locomotive Firemen's Magazine:

The members of No. 116 are a steady and industrious lot of boys, and a few lines from the Lodge may not be without interest to the membership. With Bro. M. D. Anderson for Master, the boys are going steadily forward in the right direction, and the rumor that Bro. A. is soon to be married only adds to the esteem in which he is held by the membership. Bro. J. L. Gray, our late Receiver, I regret to say, is on the sick list, but we hope to see him on duty at an early day. Bro. Wm. Dingwall, our Secretary, is the right man in the right place, and he is now firing on the P. H. W. W. R. R. During the present week the snow has delayed trains, but the melting season is fortunately near at hand. Business has been brisk on the road during the winter, but not sufficiently so to make Billy Brown forget his umbrella, which he carries as if anticipating a Kansas rain storm. Yours,

Lubricator.

TRURO, N. S., April 2, 1887.

To the Editor:

I again take up my quill in behalf of Sunbeam Lodge, No. 171. The boys are much pleased with the new work, as they think it is much better than the old, and our Lodge is doing better work under it.

Bro. White is firing the 4 between Truro and Moncton. By the way, Doc, how is the baby?

Bro. Geddis is firing the 56 between Truro and Mulgrave. He says Jack spills too much oil over his boiler head for his liking.

Bro. Peterson is running specials, but he always likes to get home to milk the cow.

Bros. Duncan and Kennedy say they are sorry they put an electric light on Outram street, as it gives them away.

The boys are making about full time now, but they don't like to fire for Teddy, he is too much of a dude for them.

Hoping to hear from some of the others, I remain. *Mogul.*

For the Magazine:

THE BROKEN LINK.

'Twas a broken link, I saw it lay
Between the tracks as I passed that way—
As it lay there it caused me to think
Of many another broken link.

My thoughts went back to the long ago,
Before me rose a sad scene of woe:
An open grave, I stood on the brink,
Pa lay within, 'twas a broken link.

The scene is changed, to manhood grown
'Tis the name of husband now I own,
And parent also I cannot blink
The thoughts of many a broken link.

Our children departed one by one,
To brighter regions they are gone;
While my wife and I would almost sink
In sorrow at each fresh broken link.

My partner sickening left me here
It was then I knew with grief severe,
And knowing (sorrow's cup did drink)
The full meaning of a broken link.

Full twenty-five years are gone and fled
Since she was numbered with the dead;
It may be soon I will hear the clink
That will firm reweld each broken link.

—*E. Splaine.*

Digitized by Google

Personals.

H. C. WHEAT presides over 298 in business like and dignified manner.

F. D. SIMPSON, one of the pioneers of 94, is still with the boys, heart and soul.

THE records of Glencoe Lodge are neatly and accurately kept by Bro. W. B. Smith.

DAIRY COMMISSIONER GUS. LUDWIG says: "Have one yourself, Tom!" Total cost twenty-five cents.

C. L. BRADLEY, of 94, has a cattle ranche at San Simon, Ariz., and is doing a thriving business.

J. F. HAYES, of Buffalo Lodge No. 12, is a sterling good Master, and does great credit to his Lodge.

FOR a tip-top Brotherhood man we refer you to Bro. W. H. Crise, of 16. There is no discount on him.

GRANT GREEN, of 159, whose home is now in Cuero, Tex., has an heir at his home, of whom he is justly proud.

ANOTHER surprise at the home of Bro. Van Vranken, of 210. A boy, and he is the "dead" image of Jake.

O. C. HENRY fills the office of Collector for Beacon Lodge No. 111 to the entire satisfaction of every member.

A FINE young boy arrived recently to cheer the home of Bro. and Mrs. James Rhynd, of Hamilton, Ont.

IN John McClousky, Glencoe Lodge No. 298, has a Receiver who can be relied on with implicit confidence.

THE members of 21 speak in terms of high praise of the ability and fidelity of their Receiver, W. A. Murphy.

FRANK DUNHAM, the old veteran of Triumphant No. 47, still ornaments the 225 on the Illinois Central.

HANK SWADENER, of 52, is the left hand man on the 101 on the T. H. & L., and is very popular with the boys.

THE "race horse" of 77 recently went to Leadville, where he was successful in a contest with a colored friend.

MART CREIGHTON has lately been troubled with sore lips, and his friends have advised him to grow a moustache.

LOUIS ZUNKEL, of 47, and C. Naylor, of 244, have been promoted to passenger runs on the P., Ft. W. & C. R. R.

HOMER DAVIS, Vice Master of 16, is firing a passenger run on the C. & E. I. between Terre Haute and Chicago.

WE regret to learn that Bro. Miller, of 47, better known as the "bald-faced engineer" has turned out to be a socialist.

A BRIEF visit from Bro. Morris, of 165, was enjoyed by us. Bro. Morris is firing on the south end of the C. & E. I.

ADELBERT GUERNEY is the funny man of Vigo Lodge 16. Some of these days he will rank with the Bill Nyes of the period.

A. W. LABRECK, one of the most popular engineers on the Elevated, is a devoted friend to our Order and its members.

E. P. BISHOP, JR., who represented 159 so creditably at Minneapolis, has advanced a step in the line of promotion, and is now hostling at Nashville.

GEORGE M. JEFFERS says that for promptness in financial affairs 230 is at a premium.

ON May 15th Bro. Sam Wilson, one of 127's sterling members, was married to Miss Anna Ferguson, of Smith Falls, Ont.

WHEN you go to Albany be sure to call on Gill & Sullivan. They will entertain you with the best they have in stock.

AT the organization of Champlain Lodge No. 352 the members of 72 turned out largely and rendered excellent service.

A SWEET little girl has put in an appearance at the home of Bro. and Mrs. C. D. Stevens, of Minneapolis and joy now reigns supreme.

THOS. F. MEA, of 82, has been appointed meat inspector of Minneapolis, and all the boys congratulate him upon his success. Meetootom.

ED. A. MCGRIFF, of 160, well known as chairman of the "Big Four," is sailing along smoothly on the right hand side.

A MORE faithful officer than Bro. J. J. Lucy, Receiver of 94, there is not in the Order. The boys all have full confidence in him.

CHAS. N. ZEPP, well known throughout the Brotherhood, is now serving in the capacity o Secretary of 14 and doing excellent work.

THOS. S. DEEGEN, the effective and popular Master of Triumphant Lodge No. 47, reports the Order at Chicago in excellent condition.

DICK GWINN is known throughout the Southwest as an old wheel horse in our cause—94 is as dear to him as the apple of his eye.

AS Master of 94 Bro. O. L. Brown meets every requirement, and under his guiding hand the success of the Lodge is fully assured.

JOHN F. O'REILLY, Secretary of Vigo Lodge, is an enthusiastic advocate of the ten hour system, and has done some effective work in that direction.

JOHN BARKER, of Atlantic Lodge No. 291, is blessed for the first time at his household by the birth of a chubby boy of eight pounds avoirdupois.

R. W. O'BRIEN, Master of 111, holds the Lodge right down to business. He understands the laws of the Order, and carries them out to the letter.

MARRIED, in Palestine, Tex., April 26th, Bro. Ed. Cottrill, of Lone Star Lodge 70, to Miss Millie Keough, one of Palestine's most popular daughters.

CHICAGO BELT LINE LODGE No. 331 with a solid Muldoon at the head and Bro. Fischer in charge of the financial department is in a superb condition.

BRO. MCLAUGHLAN, of 47, is thinking of taking a trip North, into Wisconsin, with the "cheese fiend." They will carry signals for "Gussie" and "Ubodo."

THE members of Cactus Lodge No. 94 are going to the front. Bro. Harry Gray is manager and part owner of one of the largest stock ranches in Arizona.

JOHN Mulcare, one of 82's most popular members, recently led to the altar a most excellent lady, who will hereafter respond to the title of Mrs. Mulcare.

THE thanks of the members of Lone Star Lodge 70 are hereby returned to the members of Garfield Division 219, B. of L. E., for favors received at their hands.

THE name of Bro. Geo. Fierstine, of Acme Lodge 228, must be added to the roll of champion ball ticket sellers. If any one in the City of Scranton escapes him the fact is not known. His eloquence is magical and never fails in its effect. Pass him around.

Digitized by Google

ONE of 77's boys, so it is reported, is about to start a notion store, including a stock of shoes and opera glasses. From all indications he will do a lively business.

WITH Bro. A. Williams to preside and Bro. Snyder to look after the collections, Industrial Lodge No. 21 will steadily hold her place among her sister lodges.

THERE is but one Christian in 121, though there are two Brewers. There is a first-class Potter in the combination, and a Cushing for all. Krebs leads the gang.

VICE GRAND MASTER HANNAHAN and Bro. F. X. Holl, of 82, recently visited Lodges 95 and 188, of Chicago, and report them in excellent condition and in first-class working order.

THE Chicago Lodges contemplate giving a union picnic this summer, to be followed by a union ball later in the season. Make your arrangements, boys, and we will all be there.

IT is reported on good authority that Joe Brown, of 77, is doing a little passenger business on the side. Joe says if Duggan don't keep away from the West side, there will be trouble.

AT Brighton Park, Ill., lately occurred the marriage of Bro. Thos. Fee to Miss Katie Norton, and Bro. Geo. Edwards to Miss Maggie Parker. Both are highly respected members of Triumph No. 47.

W. H. CRISE, an honored member of 16, has taken unto himself a better half, and his old friends on the Vandalia Line and elsewhere heartily congratulate him upon the felicitous event.

OUR Grand Master was pleasantly entertained by Bro. Vining and his family while at Macon. Every attention was shown him, for which he returns his sincere thanks.

OUR members at Lexington, Ky., can boast of a most excellent Lodge. There is not a member in bad standing on the entire roll of membership. How many others can say as much?

IT is said that Bro. Englebrecht, who is running on the Illinois Central, has discovered a substitute for oil with which he expects to save the company at least $2,500 per year.

ONE of our most thriving Lodges in the South is Stone Mountain No. 332. The members are all active and determined, and it will not be long before they will rank with the best.

EUGENE S. ALLING, Secretary of Elm City Lodge No. 284, displays a commendable interest in the welfare of his Lodge, and is one of the most zealous workers for the Order in that locality.

AT Bowling Green, Ky., flourishes one of the oldest Lodges in our Order. Adair No. 100 is an old land mark, and its members can point to a record that is luminous with duty well done.

MACON LODGE 246 is made up of first-class material. Officers and members are alike interested in the work of the Order, and avail themselves of every opportunity to advance its interests.

WHEN did Bro. Mack quit railroading and go into the decorating business? Also, who carried the signals for him the night he made the fast run on the step ladder double-headed with a brush?

WM. MCMURRY, of 159, is now on the right hand side. From our experience with him we conclude that he would make a first-class passenger conductor, and hope he may some day occupy such a position.

HILL HARVEY, John B. Fry, P. M. Hesion, Wm. McMurry, J. J. Clark, W. W. Farnsworth, J. T. Johnson, H. B. Pyle, John A. Parrish and M. D. Tindall, all worthy members of W. H. Thomas Lodge No. 159, have been promoted, and are giving excellent satisfaction. This is certainly a creditable showing for our Nashville Lodge.

CHARLES MURPHY extended an invitation to the members of Sunset Lodge No 177 to attend his wedding in April last. The occasion was a most enjoyable one, and congratulations were heartily extended by all the guests.

WM. E. RICHMOND, we are happy to say, has been promoted to the position of engineer of a city steamer in the Minneapolis Fire Department. Bro. J. A. Gonstead has been selected as his assistant. Both are honored members of 82.

THE honor of having been elected City Treasurer of Baraboo, Wis., by a large majority has fallen to the lot of Bro. A. A. Hull, of Alpha Lodge No. 28. All his friends join in hearty congratulations to Bro. Hull upon his splendid victory.

JOHN LEE, of Troy City Lodge No. 315, was recently wedded to Miss Burke, an estimable young lady, of Albany City, N. Y. Bro. Lee is one of our best members, and we all unite in wishing Bro. and Mrs. Lee a long and happy life together.

OUR good friend Thornhill had on his war paint the other day, and it is well for Maypother and Logan that he did not strike their trail. Our Vice Grand says that R. H. means business when rumors affecting Adopted Daughter No. 3 are put afloat.

A. HUTTON, of 245, is an excellent gentleman, and his interest in the Lodge has kept her in the front rank. During our late visit we had the pleasure of meeting his mother, brothers and sisters, and spending a pleasant hour in their company.

THE meeting held at Mattoon lately by Grand Master Sargent was a decided success. There was a large attendance, and the utmost enthusiasm prevailed. Our Mattoon members are well up in the work, and as for intelligence and activity, they will take rank with the best.

THE smiling countenance of Bro. E. W. Wallbaum, Receiver and General Utility Man of Chicago Lodge No. 95, brightened our sanctum for an hour or two a few days ago. Bro. W. is a Brotherhood man, head and heart, through and through, and a credit to his Lodge.

H. W. PONTIOUS, now a member of Pocahontas Lodge 202, is to be married this month to a very popular young lady of Newton, Kan. Bro. Pontious is widely known as a zealous worker in our Order, and his hosts of friends will congratulate him upon the happy event in store for him.

GEO. W. SMITH, the High Muckamuck of the Knights of Rest, was recently seen by one of our grand officers and reports the order in excellent condition. A new degree has been added to the secret work, which will be conferred upon all members at the next triennial conclave.

IT is our pleasure to chronicle the marriage of Bro. W. C. Wescott, of 82, to Miss Lillie Elliott, of Albert Lea. Bro. Wescott and his accomplished bride have the hearty congratulations of all who know them, and they are hosts. The cigars, Bro. W. C., were fine (so the boys say) and were enjoyed immensely.

EMMETT Lodge No. 288, Estherville, Iowa, can now boast of two Aldermen. Bro. W. S. Davis, the popular Master, and Bro. A. L. Houlihouser, the efficient Secretary, have been made city fathers, and we bespeak for them a creditable record. The members of our Order are pushing to the front sure enough.

ON his return from Lyndonville, Vt, where he accompanied the remains of Bro. O. R. Buskitt, of 301, who was killed at Denver recently, Bro. W. F. Brundage, the Receiver of 77, paid us a short visit. Bro. Brundage speaks in high terms of our eastern members, and says he was well treated by all he met on his long journey across the continent. A more earnest and active member than Bro. Brundage we have not in our Order.

Digitized by Google

Amusements.

SCRANTON, PA.

It would seem, from the reports we hear of the late ball of Acme Lodge, No. 228, that it was, in all regards, the social event of the season. It was given at Turner Hall, on Friday evening May 15, and the hall was crowded to its utmost capacity. One hundred and twenty-two couples participated in the Grand March, and the scene was a most imposing one. The boys were complimented on every hand upon the admirable management of the affair, and the wish was often expressed that it might be repeated at an early day. Nearly three hundred dollars were netted for the Lodge, which goes to show that our members at Scranton have the earnest support of the community. Bro. Al. Thomas is entitled to great credit for the faithful manner in which he discharged the duties assigned him. Bro. W. H. McDonnell was one of the prime movers in the affair, and contributed substantially to its success. We heartily congratulate our Scranton brethren upon the grand results of their second annual ball, and hope they may always meet with the success they deserve, in every enterprise in which they may engage.

Resolutions.

GREEN ISLAND, N. Y., March 6, 1887.

At a regular meeting of Troy City Lodge No. 315, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, Mrs. O. J. Ogden, a fireman's wife, has contributed to the February number of the *Locomotive Firemen's Magazine* in our behalf; therefore

Resolved, That the officers and members of said Lodge tender Mrs. Ogden our sincere thanks for her complimentary remarks.

Resolved, That Mrs. Ogden receive special mention as the prime mover in our cause, and that a copy of these resolutions be spread upon our minutes, and that a copy be sent to the *Locomotive Firemen's Magazine* for publication. W. J. MATTICE, W. J. RYAN, L. H. SHAW, } *Committee.*

BUFFALO, N. Y., March 15, 1887.

At a regular meeting of Buffalo Lodge No. 12, B. of L. F., a committee was appointed to draft resolutions in memory of Bro. John Knight, who was killed at Warsaw while in the discharge of his duty. The following were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe, in His infinite wisdom, to remove from our midst our beloved friend and brother, John Knight, it is therefore

Resolved, That the Brotherhood of Locomotive Firemen has lost a true friend and brother and the N. Y. L. E. & W. R. R. Co. a faithful and trusty employe.

Resolved, That we, the members of Buffalo Lodge No. 12, hereby offer our heartfelt sympathy to his family in this their hour of affliction.

Resolved, That a copy of these resolutions be sent to the *Magazine* for publication, and a copy to the bereaved family. C. DUGAN, L. ASKE, I. H. CROSSMAN, } *Committee.*

EL PASO, TEX., March 3, 1887.

At a special meeting of New Year Lodge No. 135, held this date, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His infinite pleasure, to remove from our midst our beloved brother, Luther Doan. Therefore

Resolved, That in the death of Bro. Doan, our Lodge has lost a good and noble member and, although we deplore his loss, we humbly submit to Him who doeth all things well.

Resolved, That we tender to his wife and child our sympathy in their bereavement, assuring them that we share their loss and sorrow.

Resolved, That we drape our charter in mourning for the space of thirty days, and that these resolutions be published in our *Magazine*; that a page in our minute book be suitably inscribed to the memory of Bro. Doan, and a copy of these resolutions be sent to his wife and child.

Resolved, That the thanks of this Lodge be tendered Phœnix Lodge No. 23, for taking charge of the remains of our deceased brother and for other favors extended to our Lodge.

H. S. SHEEBE, H. H. HAUSER, C. MCARTHUR, } *Committee.*

DE SOTO, MO., March 10, 1887.

At a regular meeting of Pride of the West Lodge No. 6, B. of L. F., held March 7, 1887, the following resolutions were unanimously adopted:

WHEREAS, Our worthy and esteemed brother, Wm. Hatch, the fireman who went down with his engine in the Victoria wreck, received kind attention from Mrs. Etta N. Ellis, of Batesville, Arkansas, therefore be it

Resolved, That we tender Mrs. Ellis a vote of thanks for the many favors shown Bro. Hatch.

Resolved, That a copy of these resolutions be sent to Mrs. Ellis, and to the *Locomotive Firemen's Magazine* for publication, and that they be spread upon the records of the Lodge. And be it further

Resolved, That we thank Mr. J. T. Joyce, Pat Fitzgerald, H. Drake, A. Whitehead, S. Dover, Willard Strout and others, who assisted in rescuing Bro. Hatch from drowning. And be it also

Resolved, That these resolutions be spread upon the record books of the Lodge.

J. W. MOORE, TIM CALLIHAN, R. H. LANHAM, } *Committee.*

DENVER, COLO., March 4, 1887.

At a regular meeting of Rocky Mountain Lodge No. 77, the following resolutions were unanimously adopted:

WHEREAS, In the death of our esteemed and worthy brother, M. B. Cowen, we recognize the will of Divine Providence, an illustration of the universal truth, that death comes to all. Brother Cowen's death leaves the once happy heart of his wife, the mother of his children, in sorrow. In the Lodge there is sorrow and gloom because a real friend of the Brotherhood has departed forever. Therefore

Resolved, That we offer these expressions of sympathy to the afflicted family, consoled by the reflection, that after all, life is but an inconceivable atom of time compared with the life of the hereafter.

Resolved, That to the stricken family we extend our heartfelt sympathy.

Resolved, That as a mark of respect to the memory of our deceased brother, we drape our charter in mourning for thirty days, and that a copy of these resolutions be presented to the family of Bro. Cowen and that they be published in the *Locomotive Firemen's Magazine*. W. F. HYNES, HARRY THACKER, J. S. DININT, } *Committee.*

MACON, GA., March 8, 1887.

At a regular meeting of Macon Lodge No. 246, held March 1, 1887, the following communication was received:

To the Members of Macon Lodge No. 246:

GENTLEMEN: We take this method of presenting to you the shades you see hanging at the windows. Hoping that you will be pleased with them, and with the best wishes for the future prosperity of your noble Order, we are Yours truly,

MRS. J. M. POOL.
MRS. JAS BOATWRIGHT.

At a regular meeting of Macon Lodge No. 246, the following resolutions were adopted:

WHEREAS, This Lodge has been the recipient of four beautiful window shades, the gift of Mrs. J. M. Pool and Mrs. James Boatwright; therefore

Resolved, That we tender the above named ladies our heartfelt thanks for the beautiful gift that now decorates our hall.

Resolved, That we will always try to prove ourselves worthy of their kindness and good wishes, and may they never know a care or sorrow in years to come, is the wish of No. 246.

Resolved, That a copy of these resolutions be recorded in the minutes and published in the *Magazine*. J. H. STRICKLAND, W. T. ROUGHTON, W. M. WALKER, } *Committee.*

Digitized by Google

BUFFALO, N. Y., March 15, 1887.

At a regular meeting of Buffalo Lodge No. 12. B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to take from our midst by death our worthy brother, Joseph Byrne, therefore be it

Resolved, That by the death of Bro. Byrne we have lost a true member of our beloved Order, and his sister a loving brother.

Resolved, That we extend to the sister of our deceased brother our sympathy, earnestly wishing it were within our power to assuage the sorrow she is called upon to bear.

Resolved, That our charter be draped in mourning for the space of thirty days, as a token of respect for our late brother.

Resolved, That these resolutions be entered in the records of the lodge, that a copy be sent to the sister of our deceased brother, and that a copy be sent to the *Magazine* for publication.

F. H. COE,
J. F. HAYES, } *Committee.*
H. L. JACOB,

MOBERLY, MO., March 1, 1887.

At special meeting of Anchor Lodge No. 54, held on February 25, the following sentiments of bereavement were expressed in behalf of our late brother, Wm. Nash:

WHEREAS, Almighty God, in His infinite wisdom, has seen fit to remove from our midst by death our esteemed brother, thereby reminding us of the uncertainty of life, therefore

Resolved, That in the death of Brother Wm. Nash Anchor Lodge No. 54, has lost a staunch supporter and an ardent lover of our Order, who had endeared himself to us all,

Resolved, That while we recognize the supremacy and bow submissively to the Allwise Providence, it is with profound regret that we part with our late brother, and as in duty bound we mourn with those who mourn.

Resolved, That this lodge, through love for our brother, extend to his sorrowing family and friends its most sincere and heartfelt sympathy in this their hour of affliction and distress, and commend them to Him who gives peace to all.

Resolved, That as a token of respect and esteem our charter be draped in mourning for thirty days, and a copy of these resolutions be presented to the family of our late brother, and also sent to our *Magazine* and to the Moberly daily papers for publication, and that they also be spread on the minutes of this meeting.

R. A. BLADY,
L. H. CASS, } *Committee.*
J. W. DAVIDSON,

MIDDLETOWN, N. Y., Feb. 27, 1887.

At a regular meeting of Lucky Thought Lodge, No. 232, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from our midst our worthy and esteemed brother, Eugene G. Reynolds, who died at Middletown, N. Y., on the 24th day of February, 1887, of heart disease, after a long and severe sickness, and

WHEREAS, Brother Reynolds was one of the charter members of Lucky Thought Lodge, No 232, and a man whose character and worth, exemplified in an eminent degree the tenets of our profession—brotherly love, relief and truth—being ever guided by the cardidal virtues of our order, Benevolence, Sobriety and Industry, therefore be it

Resolved, That in the death of Bro. Reynolds, the Brotherhood of Locomotive Firemen has lost a worthy member, the N. Y.O. & W. R. R. Co., a faithful employe, his family a dutiful husband and father, and his parents a dutiful son.

Resolved, That we extend to the widow and family of our deceased brother our sympathy in their bereavement, and commend them to Him who alone can heal the heart of its deepest sorrow.

Resolved, That a vote of thanks be tendered the members of Deer Park Lodge No. 1 for their attendance at the funeral of our deceased brother.

Resolved, That as a token of esteem for our deceased brother, we drape our chart and charter for the space of thirty days.

Resolved, That these resolutions be entered in the records of the lodge and published in the *Magazine* and daily papers of Middletown, and that a copy be sent to the family of the deceased.

H. MCEWEN,
S. G. READ, } *Committee.*
FLOYD POLLISON,

Letters of Thanks.

UTICA, N. Y., March 13, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN: Please accept my heartfelt thanks for the payment of the insurance due me on the death of my husband, and for the beautiful flowers from Wm. A. Foster, Lodge No. 216. Words fail to express my gratitude. May heaven ever bless the noble Brotherhood is the wish of

MRS. V. N. WILLIAMS.

STRATFORD, February 21, 1887.

To the Brotherhood of Locomotive Firemen, Avon Lodge, No. 38.

DEAR SIRS—I have received the sum of fifteen hundred dollars ($1,500) the amount due me on the policy held by my late brother, E. A. Young. Please accept my sincere and heartfelt thanks for all your kindness during our great trial. Wishing your noble Order every possible success, and God's choicest blessing, I remain

Yours, very respectfully,
ROSINA F. YOUNG.

FAIR HAVEN, Vt., March 19, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of gratitude that I wish to acknowledge the receipt of $1,500 due me on my disability claim. I also desire to return my sincere thanks to the brothers of Nos. 86 and 209 for their warm brotherly love. That God may always keep misfortune from you, and hoping that the Brotherhood may always prosper. I remain, Yours very respectfully,

J. H. STARR.

JERSEY SHORE, PA., March 15, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

I hereby acknowledge the receipt of a draft for fifteen hundred dollars ($1,500) through the kindness of two of your officers from Corning, being the full amount my husband was insured for. Thanking you for your kindness toward me, and the interest you have shown in my behalf,

I remain yours, respectfully,
MRS. ANNIE WEARNE.

WEST BAY CITY, Mich., March 7, 1887.

To the Brotherhood of Locomotive Firemen.

BROTHERS:—Words can not express the gratitude I feel at this moment, on the occasion of receiving a draft for $1,500, through the Receiver of Saginaw Valley Lodge No. 286, in payment of my disability claim.

I was a member but three months and paid only one assessment, when I was injured, and still the Brotherhood cared for me from the day of my injury to the day my claim was allowed and liquidated.

I was alone in the world. No father, no mother and no home. But the Brotherhood provided for me; furnished me everything necessary for my comfort, kept a man with me day and night to nurse me, paid my board and by occasional visits of the members cherished and encouraged me. Allow me, therefore, to express my heartfelt thanks for everything done for me, to the B. of L. F. at large, and especially to the members of Saginaw Valley Lodge No. 286, of which I was a member.

Wishing the Brotherhood God speed in its noble mission, I am, yours fraternally,

JOHN C. BEHAN.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JUNE, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., June 1, 1887.

Assessment Notice for June.

ASSESSMENT NO. 7.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM NO. 50. T. H. Nace, of Trinity Lodge No. 83, suffered the Amputation of a Leg, October 14th, 1886.

CLAIM NO. 51. R. Russell, of F. G. Lawrence Lodge No. 172, died of Typhoid Fever, February 16th, 1887.

CLAIM NO. 52. Wm. A. Griffin, of Garden City Lodge No. 50, died of Pneumonia, March 2d, 1887.

CLAIM NO. 53. M. B. Cowen, of Rocky Mountain Lodge No. 77, died of Blood Poisoning, March 5th, 1887.

CLAIM NO. 54. H. L. Getsinger, of Adopted Daughter Lodge No. 3, died of Typhoid Fever, March 23d, 1887.

CLAIM NO. 55. Geo. H. Young, of Vigo Lodge No. 16, died of Consumption, April 1st, 1887.

CLAIM NO. 56. J. Coleman, of Rose City Lodge No. 45, died of Strangulation, April 3d, 1887.

CLAIM NO. 57. Frank Baiersky, of Salt Lake Lodge No. 178, was declared totally disabled with Chronic Spinal Meningitis, April 14th, 1887.

CLAIM NO. 58. C. E. Blair, of Eel River Lodge No. 164, was declared totally disabled with Locomotor Ataxia, April 18th, 1887.

CLAIM NO. 59. D. G. Workman, of 'Frisco Lodge No. 51, was declared totally disabled with Consumption, April 23d, 1887.

CLAIM NO. 60. J. G. Thompson, of Sugarloaf Lodge No. 144, was killed by Railroad Accident, April 23d, 1887.

CLAIM NO. 61. S. D. McQuinn, of Chamberlin Lodge No. 186, suffered the Amputation of a Leg, April 28th, 1887.

CLAIM NO. 62. A. E. Loucks, of Susquehanna Lodge No. 71, was declared totally disabled with General Debility, May 5th, 1887.

An Assessment of ONE DOLLAR is levied upon Claim No. 62, and all members who were admitted on or before May 5th, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before June 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., June 1, 1887.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is hereby called to the following special notices:

SPECIAL CIRCULAR.

Special Circular No. 5, under date of April 23d, issued by the Grand Executive Board, has been forwarded to all Lodges.

GENERAL CIRCULAR.

General Circular No. 8, under date of May 10th, has been forwarded to all Lodges.

SUBORDINATE DUES.

Each member is requested to examine his receipt for Subordinate Dues and see that it reads "*for the quarter ending July 31.*" Members not holding such receipt, stand suspended until they have paid up and have been reinstated by a vote of their Lodge.

LODGE ADDRESSES.

Each Officer of Subordinate Lodges is requested to examine his address in the Lodge Directory, and to give us immediate notice if the same is not correct. Otherwise we shall not be responsible for the loss of any mail matter.

TO MAGAZINE AGENTS.

We are completely out of February and April numbers, and from and after this date you will solicit semi-annual subscriptions *only*, to begin with the July number and expire with the December number, said subscriptions to be collected for at the rate of fifty cents each. See notice of Prizes elsewhere.

RECEIPTS.

Each member of the Order should carefully preserve his insurance policy and receipts for dues and assessments where they can be readily found in case of death. The loss of such papers may result in serious complications in the adjustment of your claim.

GRAND MASTER'S APPOINTMENTS.

Grand Master Sargent has appointments and will hold meetings during the month of June at the following points: Parsons, Kan., 1st; Ft. Worth, Tex., 3d; Denison, Tex., 4th; Temple, Tex., 5th; Taylor, Tex., 6th; San Antonio, Tex., 7th; Hempstead, Tex., 8th; Houston, Tex., 9th; Galveston, Tex., 10th; Palestine, Tex., 11th; Longview, Tex., 12th; Marshall, Tex., 13th; Tyler, Tex., 14th; Corsicana, Tex., 15th; Greenville, Tex., 16th; Bonham, Tex., 17th; Little Rock, Ark., 18th; Pine Bluff, Ark., 19th; Argenta, Ark., 20th; De Soto, Mo., 21st; St. Louis, Mo. (Industrial Lodge No. 21), 22d; Kansas City, Mo. (Kansas City Lodge No. 74), 23d; Topeka, Kan., 24th; St. Joseph, Mo., 25th; Hannibal, Mo., 26th, and Brookfield, Mo., 28th.

Yours fraternally,
EUGENE V. DEBS, G. S. and T. F. P. SARGENT, G. M.

Digitized by Google

OFFICE OF GRAND SECRETARY AND TREASURER, TERRE HAUTE, IND., May 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending April 30, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 4.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 4.	TOTAL.
1	$1 00	$62 00	$63 00	72	$12 00	$116 00	$128 00
2	1 00	25 00	26 00	73	2 00	68 00	65 00
3	55 00	227 00	282 00	74	8 00	26 00	34 00
4	14 00	95 00	109 00	75	59 00	149 00	208 00
5	. . .	81 00	81 00	76	25 00	. . .	25 00
6	. . .	50 00	50 00	77	34 00	98 00	132 00
7	. . .	29 00	29 00	78	. . .	. . .	. . .
8	14 00	39 00	53 00	79	4 00	44 00	48 00
9	20 00	84 00	104 00	80	102 00	. . .	102 00
10	17 00	67 00	84 00	81	. . .	. . .	. . .
11	15 00	117 00	132 00	82	. . .	87 00	87 00
12	77 00	214 00	291 00	83	1 00	57 00	58 00
13	2 00	96 00	98 00	84	1 00	74 00	75 00
14	11 00	135 00	146 00	85	1 00	38 00	39 00
15	1 00	54 00	55 00	86	3 00	63 00	66 00
16	3 00	125 00	128 00	87	28 00	26 00	54 00
17	. . .	4 00	4 00	88	4 00	39 00	43 00
18	4 00	53 00	57 00	89	. . .	. . .	. . .
19	2 00	33 00	35 00	90	. . .	11 00	11 00
20	2 00	31 00	33 00	91	. . .	40 00	40 00
21	. . .	. . .	. . .	92	1 00	18 00	19 00
22	5 00	24 00	29 00	93	2 00	66 00	68 00
23	7 00	34 00	41 00	94	. . .	51 00	51 00
24	4 00	40 00	44 00	95	30 00	100 00	130 00
25	3 00	61 00	64 00	96	6 00	37 00	43 00
26	16 00	56 00	72 00	97	1 00	48 00	49 00
27	78 00	72 00	150 00	98	25 00	25 00	50 00
28	. . .	72 00	72 00	99	14 00	79 00	93 00
29	13 00	34 00	47 00	100	49 00	31 00	80 00
30	. . .	. . .	. . .	101	3 00	136 00	139 00
31	14 00	48 00	62 00	102	2 00	34 00	36 00
32	. . .	23 00	23 00	103	6 00	117 00	123 00
33	5 00	53 00	58 00	104	5 00	26 00	31 00
34	. . .	58 00	58 00	105	2 00	99 00	101 00
35	3 00	24 00	27 00	106	. . .	27 00	27 00
36	1 00	57 00	58 00	107	7 00	78 00	85 00
37	1 00	48 00	49 00	108	1 00	23 00	24 00
38	. . .	65 00	65 00	109	6 00	68 00	74 00
39	25 00	37 00	62 00	110	1 00	24 00	25 00
40	5 00	85 00	90 00	111	1 00	48 00	49 00
41	24 00	22 00	46 00	112	12 00	45 00	57 00
42	. . .	35 00	35 00	113	18 00	22 00	40 00
43	89 00	78 00	167 00	114	27 00	22 00	49 00
44	10 00	58 00	68 00	115	5 00	29 00	34 00
45	40 00	76 00	116 00	116	20 00	45 00	65 00
46	6 00	44 00	50 00	117	. . .	50 00	50 00
47	4 00	97 00	101 00	118	. . .	26 00	26 00
48	. . .	67 00	67 00	119	7 00	29 00	36 00
49	3 00	37 00	40 00	120	14 00	73 00	87 00
50	28 00	87 00	115 00	121	. . .	56 00	56 00
51	. . .	. . .	. . .	122	12 00	53 00	65 00
52	3 00	95 00	98 00	123	. . .	. . .	. . .
53	8 00	27 00	35 00	124	32 00	21 00	53 00
54	9 00	79 00	88 00	125	8 00	31 00	39 00
55	10 00	30 00	40 00	126	. . .	20 00	20 00
56	14 00	16 00	30 00	127	3 00	73 00	76 00
57	52 00	223 00	275 00	128	. . .	25 00	25 00
58	12 00	9 00	21 00	129	. . .	60 00	60 00
59	12 00	66 00	78 00	130	5 00	84 00	89 00
60	15 00	84 00	99 00	131	21 00	29 00	50 00
61	38 00	83 00	121 00	132	10 00	32 00	42 00
62	1 00	60 00	61 00	133	. . .	29 00	29 00
63	82 00	45 00	127 00	134	. . .	24 00	24 00
64	1 00	23 00	24 00	135	8 00	51 00	59 00
65	7 00	64 00	71 00	136	. . .	19 00	19 00
66	14 00	57 00	71 00	137	. . .	27 00	27 00
67	4 00	104 00	108 00	138	2 00	36 00	38 00
68	37 00	58 00	95 00	139	. . .	26 00	26 00
69	. . .	45 00	45 00	140	10 00	48 00	58 00
70	5 00	33 00	38 00	141	. . .	. . .	. . .
71	7 00	62 00	69 00	142	47 00	80 00	127 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 4.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 4.	TOTAL.
143	$10 00	16 00	$26 00	222	$10 00	$30 00	$40 00
144	8 00	36 00	44 00	223	4 00	18 00	22 00
145	27 00	25 00	52 00	224	10 00	27 00	37 00
146	9 00	25 00	34 00	225	12 00	22 00	34 00
147	6 00	32 00	38 00	226	. . .	30 00	30 00
148	2 00	26 00	28 00	227	1 00	23 00	24 00
149	19 00	179 00	198 00	228	. . .	90 00	90 00
150	15 00	44 00	59 00	229	. . .	33 00	33 00
151	. . .	53 00	53 00	230	. . .	63 00	63 00
152	3 00	14 00	17 00	231	33 00	64 00	97 00
153	13 00	36 00	49 00	232	. . .	26 00	26 00
154	1 00	49 00	50 00	233	14 00	14 00	28 00
155	15 00	. . .	15 00	234	. . .	22 00	22 00
156	8 00	42 00	50 00	235	. . .	34 00	34 00
157	15 00	22 00	37 00	236	11 00	20 00	31 00
158	13 00	60 00	73 00	237	12 00	45 00	57 00
159	11 00	39 00	50 00	238	. . .	18 00	18 00
160	6 00	43 00	49 00	239	23 00	22 00	45 00
161	31 00	49 00	80 00	240	5 00	71 00	76 00
162	17 00	80 00	97 00	241	. . .	21 00	21 00
163	7 00	29 00	36 00	242	. . .	48 00	48 00
164	2 00	41 00	43 00	243	9 00	26 00	35 00
165	3 00	32 00	35 00	244	1 00	69 00	70 00
166	29 00	10 00	39 00	245	. . .	20 00	20 00
167	. . .	. . .	. . .	246	23 00	23 00	46 00
168	5 00	36 00	41 00	247	6 00	21 00	27 00
169	2 00	95 00	97 00	248	5 00	27 00	32 00
170	68 00	38 00	106 00	249	. . .	19 00	19 00
171	6 00	15 00	21 00	250	64 00	59 00	123 00
172	57 00	. . .	57 00	251	1 00	33 00	34 00
173	9 00	32 00	41 00	252	. . .	85 00	85 00
174	23 00	98 00	121 00	253	6 00	31 00	37 00
175	1 00	32 00	33 00	254	5 00	23 00	28 00
176	1 00	16 00	17 00	255	30 00	17 00	47 00
177	8 00	48 00	56 00	256	2 00	30 00	32 00
178	11 00	55 00	66 00	257	2 00	21 00	23 00
179	11 00	55 00	66 00	258	. . .	23 00	23 00
180	. . .	9 00	9 00	259	4 00	20 00	24 00
181	. . .	20 00	20 00	260	1 00	21 00	22 00
182	. . .	27 00	27 00	261	2 00	27 00	29 00
183	2 00	27 00	29 00	262	. . .	23 00	23 00
184	29 00	18 00	47 00	263	2 00	26 00	28 00
185	. . .	13 00	13 00	264	. . .	35 00	35 00
186	. . .	69 00	69 00	265	. . .	50 00	50 00
187	. . .	13 00	13 00	266	. . .	36 00	36 00
188	1 00	62 00	63 00	267	4 00	28 00	32 00
189	3 00	29 00	32 00	268	. . .	14 00	14 00
190	4 00	12 00	16 00	269	1 00	33 00	34 00
191	37 00	31 00	68 00	270	2 00	57 00	59 00
192	1 00	15 00	16 00	271	. . .	26 00	26 00
193	13 00	16 00	29 00	272	. . .	28 00	28 00
194	. . .	37 00	37 00	273	. . .	41 00	41 00
195	3 00	27 00	30 00	274	1 00	17 00	18 00
196	18 00	14 00	32 00	275	7 00	13 00	20 00
197	. . .	34 00	34 00	276	16 00	5 00	21 00
198	4 00	19 00	23 00	277	. . .	6 00	6 00
199	. . .	27 00	27 00	278	. . .	6 00	6 00
200	10 00	10 00	20 00	279	16 00	7 00	23 00
201	. . .	30 00	30 00	280	. . .	33 00	33 00
202	13 00	48 00	61 00	281	47 00	23 00	70 00
203	11 00	31 00	48 00	282	2 00	24 00	26 00
204	2 00	10 00	12 00	283	4 00	31 00	35 00
205	2 00	60 00	62 00	284	10 00	79 00	89 00
206	. . .	. . .	. . .	285	6 00	27 00	33 00
207	7 00	64 00	71 00	286	12 00	77 00	89 00
208	6 00	33 00	39 00	287	. . .	70 00	70 00
209	9 00	15 00	24 00	288	3 00	18 00	21 00
210	2 00	30 00	32 00	289	11 00	13 00	24 00
211	. . .	52 00	52 00	290	. . .	21 00	21 00
212	4 00	23 00	27 00	291	. . .	44 00	44 00
213	46 00	11 00	57 00	292	. . .	4 00	4 00
214	71 00	. . .	71 00	293	8 00	48 00	56 00
215	. . .	45 00	45 00	294	10 00	14 00	24 00
216	4 00	64 00	68 00	295	. . .	22 00	22 00
217	. . .	8 00	8 00	296	6 00	12 00	18 00
218	. . .	. . .	. . .	297	. . .	12 00	12 00
219	10 00	51 00	61 00	298	5 00	16 00	21 00
220	1 00	47 00	48 00	299	. . .	30 00	30 00
221	. . .	36 00	36 00	300	. . .	42 00	42 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 4.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 4.	TOTAL.
301	$22 00	$22 00	$44 00	322	$2 00	$24 00	$26 00
302	3 00	22 00	25 00	323	2 00	23 00	25 00
303	5 00	10 00	15 00	324	. . .	13 00	13 00
304	. . .	19 00	19 00	325	6 00	21 00	27 00
305	. . .	. . .	. . .	326	5 00	25 00	30 00
306	1 00	23 00	24 00	327	. . .	. . .	. . .
307	1 00	51 00	52 00	328	3 00	25 00	28 00
308	17 00	15 00	32 00	329	1 00	16 00	17 00
309	. . .	. . .	. . .	330	8 00	20 00	28 00
310	. . .	22 00	22 00	331	. . .	. . .	. . .
311	. . .	19 00	19 00	332	. . .	. . .	. . .
312	. . .	21 00	21 00	333	. . .	60 00	60 00
313	2 00	35 00	37 00	334	. . .	12 00	12 00
314	10 00	10 00	20 00	335	5 00	21 00	26 00
315	. . .	30 00	30 00	336	. . .	8 00	8 00
316	8 00	35 00	43 00	337	. . .	27 00	27 00
317	. . .	44 00	44 00	338	. . .	17 00	17 00
318	. . .	12 00	12 00	339	. . .	14 00	14 00
319	7 00	29 00	36 00	340	5 00	7 00	12 00
320	. . .	. . .	. . .	341	. . .	. . .	. . .
321	2 00	14 00	16 00	342	. . .	. . .	. . .

Balance on hand April 1st	$17,249 00
Received during month	16,556 00
Total	$33,805 00
By Claims 42, 43, 44, 45, 46, 47, 48 and 49	$12,000 00
Balance on hand May 1st	$21,805 00

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN . . . . . Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.
C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.
L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ill.

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.
W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.
J. J LEAHY . . . 2027 Fremont St., Philadelphia, Pa
F. X. HOLL . 1301 Second St., S. Minneapolis, Minn
W H. MCDONNELL . 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets every Sunday at 2 P. M.
G. E. Carmer . . . . . Master
J E. Cook, Box 215 . . . . . Secretary
R. Whited . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I. . Collector
J. W. Williams, 8 Smith St . . . . . Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
R. H. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Master
R. H. Roden, 72 Erie St . . . . . Secretary
John Gademan, 7 Nelson ave . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets 1st and 3d Sunday at 53 Temple St., Second floor, B. of L. E. Hall.
G. L. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 37 Winter st . . . . . Secretary
W. H. Jordon, 93 India St . . . . . Collector
F. A. Hull, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.
Meets every Tuesday at 8 P. M. in Arcadia Block.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 1313 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
T. L. Hoyt, Box 784 . . . . . Receiver
A. N. Darragh, Box 598 . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy . . . . . Master
F. J. Parker . . . . . Secretary
R. H. Lanham . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
Wm. C. Jasper, 489 Missouri Ave., N. W, Secretary
Charles W. Fenton, 215 10th St., S. W . Collector
Edward B. Hunt, 84 Maryland Ave., Baltimore, Md . . . . . Reciever
J. E. Johnson 627 Virginia Ave., S.W.. Mag. Agent

9. RED RIVER; Denison City, Texas.
Meets in King's Hall, Woodard St., 1st and 3d Saturdays at 2 P. M., and 2d and 4th Saturdays at 8 P. M.
Oliver Cox . . . . . Master
W. C. Parsons, L. Box 318 . . . . . Secretary
J. Crofton, L. Box 318 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

10. FRANKLIN; Columbus, Ohio.
Meets 1st Monday and 3d Tuesday evening of each month.
James Kennedy, 246½ N. High St . . . Master
C. C. Coit, 204 Baird St . . . . . Secretary
J. D. Coffey, 129 N. 20th St. . . . . Collector
F. J. Kistler, 212, 214 South High St . . Receiver
F F Ellis, 108 W. Maple St . . . Magazine Agent

11. FOREST CITY; Cleveland, Ohio.
Meet alternate Sundays at 2:30 P. M.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
T. F. Ayers . . . . . Master
C. W. Vannatta, L. Box 96 . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Platt, Shimers, Warren Co. N. J. . Mag. Agent

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. F. Hayes, 368 Seneca St . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
S. J. Aske, 386 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meet 3d Sunday at 10:30 A. M. in Masonic Hall. Cor. Maple St., and Pacific Ave.
W. W. Snyder, Somerville, N. J . . . . . Master
Mellick Shick, 141 Pacific Ave . . Secretary
Peter C. Quick . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . Receiver
Wm. Lewis, 102 Whiton St . . . Magazine Agent

Digitized by Google

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . . Collector
Wm. Hugo, 45 Ruckle St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind., Mag Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 26 Congregation St., Magazine Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 617 N. 5th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
George Johnson, Lock Box 73 . . . . . Master
Frank P. Anders, Box 73 . . . . . Secretary
Frank P. Anders, Box 73 . . . . . Collector
W. Flanders, Box 73 . . . . . Receiver
John Keppert, Box 73 . . . . . Magazine Agent

18. WEST END; Slater, Mo.
Meets 1st and 3d Saturdays at 7:30 P. M.
Wm. H. Swan . . . . . Master
C. S. Frazier . . . . . Secretary
E. A. Jones . . . . . Collector
Geo. W. Michel . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P M.
H. M. Johnson, ... Master
W. B. Taney . . . . . Secretary
J. W. Hinman . . . . . Collector
Alexander Arthur Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meetsevery Monday at 7:15 P. M.
G. Morse, Box 400 . . . . . Master
G. C. Wells, Box 117 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
Wm. Von Harten, 412 . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., 1601 Broadway, cor. Carroll St.
A. Williams, 1420 Papin St . . . . . Master
Eli Giclas, 932 Hickory St . . . . . Secretatry
P. C. Snyder, 712 So. 18th St . . . Collector
W. A. Murphy, 1500 Poplar St . . . . . Receiver
Eli Giclas, 932 Hickory St . . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 . . . . . Master
L. L. Johnson, L. Box 111 . . . . . Secretary
C. W. Patterson . . . . . Collector
L. Sullivan, Box 367 . . . . . Receiver
C. W. Patterson . . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
T. H. Williams, Box 37 . . . . . Secretary
J. S. Ott . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
J. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
A. P. Fraker . . . . . Master
L. D. Harrington, Box 338 . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
James Ferrill, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith, ... Master
P. J. Ashton . . . . . Secretary
James Rogers . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 . . . . . Master
F. A. Snyder . . . . . Secretary
J. Watson, Box 1376 . . . . . Collector
A. Brown, Box 1057 . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M.
W. C. Byers, 332 G Ave. W . . . . . Master
J. F. Collins, 134 So. 4th St . . . . . Secretary
W. H. Coffey, 436 Ave A west . . . . . Collector
C. B. Everette, B. C. R. & N. Round House Reciever
S. D. Byers . . . . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
S. J. Crockett, Box 212 . . . . . Master
H. B. Maxwell . . . . . Secretary
W. A. Thompson, L. Box 204 . . . . . Collector
C. W. Baskins . . . . . Receiver
W. H. Coleman, Box 525 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month.
P. A. Loveland, Box 638 . . . . . Master
J. H. Fulton, Box 706 . . . . . Secretary
A. A. Tucker, Box 125 . . . . . Collector
C. O. Burkhart, Box 147 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller, care J. C. R. R. shops . . . . Master
E. T. Gregory, 514 Saxon St . . . . . Secretary
E. T. Grogory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. B. B. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
T. E. Jordan, East Atchison, Mo . . . . . Master
C. H. Salisbury, 103 N. Liberty St . . . Secretary
H. S. Clark, 1324 Commercial St . . . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial St. Magazine Agent

32. BORDER; Ellis, Kansas.
Meets every Tuesday evening at 7:30 in I. O. O. F. Hall.
J. W. Hardesty, Box 234 . . . . . Master
J. S. Buehre, Box 24 . . . . . Secretary
Ira Houston, Box 6 . . . . . Collector
G. M. McClure, Box 205 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder . . . . . Master
R. N. Sugg, Box 250 . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 P. M. in Engineer's Hall, Fourth St.
R. Primrose, 323 Ninth Ave . . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 410 Eighth, L. Box 184 . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
Albert Walker, Box 785 . . . . . Collector
J. J. Orchard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

Digitized by Google

36. TIPPECANOE; Lafayette, Ind.
Meet every Sunday at 2 P. M. cor. 4th and Ferry sts
C. Ernst, 182 Union St . . . . . Master
W. J. Weply, L. & E. W. Shops . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . . Collector
F. Kerty, 20 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays of every month, at 2 o'clock P. M.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
Meets 1st Monday after 2d Sunday at 7:30 P. M. and 4th Sunday at 2 P. M.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., every Tuesday, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
John Larkin, 608 N. Allin St . . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
O. Dosskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
J. Parish, Clymer St . . . . . Secretary
Chas. H. Trainor, Clymer St . . . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave . . Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 10th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, KC,St.Joe&CBR House, Mag. Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jacksch Hall on Missouri and Main sts.
J.T. Sullivan, Box 417 . . . . . Master
T. J. Hayes, Box 375 . . . . . Secretary
John U. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets every Monday night in Quapaw Hall, cor. West Marchaw and Chester sts.
W. N. Horton, 1704 W. 3d St . . . . . Master
Ed Chamberlain, Box 174 Argenta, Ark., Secretary
Thos. A. Howell, 1704 W. 3d St . . . . . Collector
Joshus Pursuer, 1709 West Second st . . Receiver
W. N. Horton, 1704 W. Third st . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engine Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . . Master
A. D. Heusley, 911 E. Reservoir st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
Wm. Maisenbacher, 1228 Capitol ave, Mag. Agent

47. TRIUMPHANT; Chicago, Ill.
Meets at 210 LaSalle st., the 1st Sunday at 2:30 P. M. and 3d Saturday at 7:30 P. M.
Thos. S. Deegan, 287 E 22d St . . . . . Master
Louis Zunkel, 109 Johnson St . . . . . Secretary
Harry Schilling, 3247 Dearborn st . . . Collector
E. J. McGuirk, 3 E Washington st . . . Receiver
S. S. Edgerle, 4140 Cottage ave . Magazine Agent

48. W. F. HYNES; Peoria, Ill.
Meets 1st Saturday at 7:30 P. M. and 3d Sunday at 3 P. M. in G. A. R. Hall.
Walker Baugh, 725 Lincoln ave . . . . . Master
W. A. McMillan, 407 Elm st . . . . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets every Sunday at 3 P. M.
C. E. Walker, 1421 E. Eldorada St . . . . . Master
E. Higgins, 1261 E. Eldorado St . . . . Secretary
Wm. H. Slater, 687 E. North st . . . . . Collector
L. Miesse, 652 E. Eldorado St . . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Sundays at 2:00 P. M., in Brown's Hall. Cor. 47th and State Sts.
H. W. Rouscup, P. F. C. round house, 55th st . . . . . Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 4142 Wentworth Ave . . Receiver
R. B. Bailey, 5028 State St . . . Magazine Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
J. A. Hart . . . . . Master
Michael Gaffney . . . . . Secretary
George Salesman . . . . . Collector
G. E. Dilliard, Box 264 . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets alternate Sundays at 2 P. M., alternate Mondays at 7:30 P. M. Cor. Spear and 12th Sts.
Al. Swadner, L. Box 626 . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
John T. Hendricks, L. Box 626 . . . . Collector
E. H. Laing, L. Box 626 . . . . . Receiver
F. M. Wilt, L. Box 626 . . . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh . . . . . Master
A. E. Pearce, L. box 840 . . . . . Secretary
Lewis Yengst . . . . . Collector
Jno. Gallagher, Box 1172 . . . . . Receiver
Chas. F. Thompson . . . . . Magazine Agent

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Suppies Bros. Hall.
W. P. Carlisle, Box 802 . . . . . Master
S. A. Briggs, L. Box 284 . . . . . Secretary
James Scully . . . . . Collector
R. A. Blades . . . . . Receiver
J. S. Hannah, Box 1574 . . . . . Magazine Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. Sellers, L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, L. & N. Shops . . . . . Collector
Laurence Fox, L. & N. Shops . . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
J. J. Smith . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
W. E. Baldwin, L. Box 400 . . . . . Receiver
D. L. Collier . . . . . Magazine Agent

Digitized by Google

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 168 Front St., Worcester, Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
B. H. Estabrook . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
H. E. Magner . . . . . Master
M. N. Lines . . . . . Secretary
G. Gleyne, Box 533 . . . . . Collector
C. S. Walker . . . . . Receiver
R. S. McAlpin . . . . . Magazine Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Frank L. McGill, 2132 Thouran St . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
B. F. Pettit, 1836 Marshall st . . . . . Receiver
B. F. Pettit, 1836 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Lordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . . Collector
A. E. Carle, 771 Buffalo st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets 2d and 4th Sundays in Odd Fellows' Hall, Cor. Church and Rafferty Sts., at 2:30 P. M.
David Wilson . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Vermillion Co., Ill . . . . . Master
Stuart Smith, Box 772 . . . . . Secretary
C. E. Partlow, Box 927 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
B. Manion . . . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
W. D. Grimes . . . . . Collector
Jas. Debar, Box 354 . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets on the 2d and 4th Sundays of each month at 2:30 P. M.
John Logue, Box 10 . . . . . Master
P. J. Rooney . . . . . Secretary
W. J. Logue . . . . . Collector
John Logue . . . . . Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in Occident Hall 1st and 3d Sundays in each month at 2:30 P. M.
J. Addie, 327 King St. W., ... Master
S. Vaughan, 73 Huron St. . . . . Secretary
J. Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 73 Huron St . . . . . Receiver
Geo. Crowhurst, 427 Adelaide St. W. . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Grant Fredericks . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . . Secretary
J. B. Hurley, Box 141, Altoona, Wis . . Collector
C. H. Dexter, Box 43 . . . . . Receiver
Fred Rogers, 763 Jessie St. . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
W. H. Parsley . . . . . Master
John M. Phillips . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
J. J. Beehler . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, Box 411 . . . . . Master
J. H. Stout, Box 411 . . . . . Secretary
G. A. Miller, Box 411 . . . . . Collector
Chas. Seeber, Box 411 . . . . . Receiver
E. Vallimant, Box 411 . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meets 2d and 4th Sundays at 2 P. M.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary
R. W. Mills . . . . . Collector
P. Stillwell . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Henry Harris, 446 Henry St . . . . . Secretary
Garret M. Western, 565 Bridge St . . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays.
J. Crawford, 9 Salem St . . . . . Master
C. W. Cudworth, 43 Cutter St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
G. F. Newton, 6 Riley St . . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St . . . . . Master
H. R. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City . Collector
Ide Worthington, Argentine, Kan., Wyandotte Co . . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 614 N 33d St . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3621 Aspen St . . . . . Collector
Howard Williams, 4210 Westminster Ave, Receiver
W. H. Guthrie, 676 N. 34th St . . Magazine Agent

76. NEW ERA; Breckenridge, Minn.
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian . . . . . Master
John C. Nolan, L. Box 235 . . . . . Secretary
John O'Loughlin, Box 221 . . . . . Collector
W. C. Hall . . . . . Receiver
Fred Whitbred, Box 84 . . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St . . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2609 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

Digitized by Google

78. GOLDEN EAGLE; Sedalia, Mo.
Meet 1st and 3d Saturdays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
M. Maroney, 510 E. Saline St . . . . . Master
S. M. Morrow, 318 Engineer St . . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. U. Wiley, 255 E. Saline St . . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays at 2 o'clock P. M.
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 321 . . . . . Secretary
John Hyndman . . . . . Collector
J. M. Truitt . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over No. 8 Broadway, every 2d Sunday.
W. B. Miller, 110 Main St . . . . . Master
D. C. Wood, 58 N. Anderson St . . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
G. Goding, 428 Benton St . . . . . Receiver
Geo. Slate, 253 Benton St . . . Magazine Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. J. Bain, Box 1856 . . . . . Master
Geo. Watts, Box 1045 . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
W. J. Bain, Box 1856 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . . Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
F. X. Holl, 1301 2d St. So . . . . . Master
W. E. Richmond, 820 N. Girard Ave . . Secretary
O. R. Craig, 1112 Western Ave . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave . . Mag. Agent

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . . . Master
M. E. Finegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
M. E. Finnegan L. Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
Geo. Kelley, 254 Marshall St . . . . . Master
D. Coughlin, 56 E. Hall St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . . Collector
Thos. Taylor, 38 Irving St . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
J. H. McCallum, L. Box 662 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
A. Bassett, L. Box 1796 . . . . . Receiver
J. T. Wantland, L. Box 1653 . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 . . . . . Master
Henry Bodine . . . . . Secretary
Jake Thinnes . . . . . Collector
Joseph Bowman . . . . . Receiver
Jake Thinnes . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
J. R. Linebarger . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
B. F. Rondebush . . . . . Collector
Frederick Youngham . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego . . . . . Master
J. M. Dodge, Box 317, San Diego . . . . Secretary
M. L. Cole, National City, Cal. . . . . Collector
E. Ware Boyd, National City, Cal. . . . Receiver
E. Ware Boyd, National City, Cal . . Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
John Hewitt, 1843 Howard St . . . . . Master
Jas. Melody, 15th and Cotrero Ave . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
Wm. G. Bradshaw, 2951 16th St . . . . . Receiver
Thos. D. Manhire, 2738 16th St . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Councell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
Fred. Scherer, 1227 Fulton St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
John Morgan, 1218 Reid St . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
O. L. Brown, Lock Box 218 . . . . . Master
O. J. Brown, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
Wm. Patterson, L. Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 224 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and 1st Wednesday evening after 2d Sunday.
Joseph Quinn, Box 239 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
Wm. King . . . . . Receiver
Isaac Cable, Box 695 . . . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. B. Moser, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
C. E. Hammond, Box 72 . . . . . Collector
Geo. C. Morton, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 28 First Ave . . . . . Master
August Luttringer, 201 West Ave . . . Secretary
Clarence Desacia, 32 Woodbury St . . . Collector
Geo. Kingsley, 22 Upton Park . . . . . Receiver
Clarence Desacia, 32 Woodbury St . . Mag. Agent

Digitized by Google

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
W. Alsup . . . . . Collector
R. E. Hockersmith . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
Thomas H. Miller . . . . . Master
A. C. McDuffie, Box 523 . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
C. C. Sutherland . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
H. S. Hammer . . . . . Master
B. F. Broskie, Grand House, Des Moines Secretary
John Loveless, 603 Sycamore St., Des Moines . . . . . Collector
F. S. Payne, 415 S. E. 7th St . . . . Receiver
C. M. Krull . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Harry Blume, 1000 Tenth St . . . . . Master
J. J. Lawson, 1108 12th St . . . . . Secretary
Jas. O'Mally, 978 Magazine St . . . . Collector
J. J. Lawson, 1108 12th St . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. E. Doran, Box 76 . . . . . Master
H. G. Chrisinger, Box 76 . . . . Secretary
J. A. Frazier . . . . . Collector
M. J. Connelly, Box 3 . . . . . Receiver
P. Murphy . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 130 E. Main St . . Secretary
J. L. Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
U. G. Westfall, 423 S. Academy St., Magazine Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays over Master Mechanic's Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McRay, 181 High St . . . . . Collector
John P. Sandry, 162 High St . . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets every Thursday evening in B. of L. E. Hall, West Main St.
M. Dean . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
E. W. Armor, Box 701 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
Ed. W. Armor, Box 701 . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt, Box 17 . . . . . Master
William Gordon, Box 20 . . . . . Secretary
G. W. Laport . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. W. Stein . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St . . . . . Master
W. M. White, 944 Chouteau Ave . . . . Secretary
O. L. Dearing, 1003 Washington ave . . Collector
J. L. Pate, 3117 Rutger St . . . . . Receiver
J. L. Pate, 3117 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary
Zeno Kirk . . . . . Collector
E. Stauffer . . . . . Receiver
Ed Stauffer . . . . . Magazine Agent

111. BEACON; Mattoon, Ill.
Meet 1st and 3d Sundays at 7:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Eagle Rock, Idaho.
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
W. J. Ingling, Box 41 . . . . . Master
O. R. Goodale, Box 41 . . . . . Secretary
Jas. Gorman . . . . . Collector
T. Moore, Box 41 . . . . . Receiver
E. G. Leaf . . . . . Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 . . . . . Master
J. B. Lilly . . . . . Secretary
W. S. McGuire, Box 408 . . . . . Collector
Jas. McLaughlin . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in each month.
H. L. Briggs, 564 E. Church St . . . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . . Secretary
Jas. Tarpey, N. E. Cor. 33d and M-and-a-half Sts . . . . . Collector
Wm. Powell, Cor. 39th and Broadway . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays of each month in Engineer's Hall, at 2:30 P. M.
M. D. Anderson . . . . . Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
J. L. Gray . . . . . Collector
E. G. Hubbard . . . . . Receiver
W. Brown . . . . . Magazine Agent

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 146 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets every Wednesday evening at 7:30. in Firemen's Rooms, opposite Skating Rink.
S. G. House . . . . . Master
G. A. Pearson, ... Secretary
J. B. Lane . . . . . Collector
J. Damant . . . . . Receiver
W. H. Perkins . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
G. Findlay, Hadlow Cove, S. Quebec . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
L. D. Poulin, I. C. Ry. Station . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

Digitized by Google

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
W. B. Church, 4 Grace St . . . . . Secretary
J. H. Shannon, 101 Southwest St . Collector
L. G. Rousson, 58 Gertrude St . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
J. L. Krebs . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
N. Hiltner, L. Box 49 . . . . . Collector
Jerry W. Flickwir, Box 71 . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
L. H. Winslow, 315 N. 14th St . . . . Master
F. W. Perkins, 1606 Chicago St . . . . Secretary
William Cummings, 1308 South 12th St, Collector
Albert Cole, 1618 Jackson St . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

124. PILOT; Perry, Iowa.
Meets every Monday night at Odd Fellows' Hall.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
H. A. Draper . . . . . Collector
H. A. Draper . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speer . . . . . Master
F. G. Stewart, Box 1712 . . . . . Secretary
H. C. Boggie, 604 East Linn St . . . . Collector
Miles Kelleher . . . . . Receiver
J. V. Long, 397 South 1st St . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month.
P. F. McNamera . . . . . Master
August Olson . . . . . Secretary
C. O. Cornforth . . . . . Collector
August Olson . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St . . . . . Master
Joseph Barnes, 212 Ross St . . . . . Secretary
A. H. Burnham, C. P. R. Shops . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets 1st and 3d Sundays of each month.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meet 2d and 4th Sundays in each month, at 2 P.M.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 601 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee . . . . Master
P. F. Fox, 293 Pierce St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St, Collector
Thomas Dwyer, 304 VanBuren St . . . . Receiver
Frank E. Search, 436 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
F. Zimmer . . . . . Collector
W. S. Collins . . . . . Receiver
G. W. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
J. H. Howell, ... Master
M. T. Murphy, Box 100 . . . . . Secretary
N. H. Mitchell, Box 248 . . . . . Collector
W. J. Coleman, Box 7 . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
James Bruce, Box 10 . . . . . Master
W. H. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
H. Trewick . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets every Sunday.
H. E. Rodgers . . . . . Master
H. E. Cowan . . . . . Secretary
H. E. Rogers' . . . . . Collector
E. W. Gibson . . . . . Receiver
L. Lapine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets 1st and 3d Tuesday at 7 P. M.
C. McArthur, L. Box 184 . . . . . Master
Wm. Hart, L. Box 184 . . . . . Secretary
H. H. Hauser, L. Box 184 . . . . . Collector
W. Lisson, L. Box 184 . . . . . Receiver
F. Fitch, L. Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
L. A. Pratt, Box 166 . . . . . Master
G. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 79 . . . . . Collector
L. McIntosh, Box 166 . . . . . Receiver
J. Jefferies, Midland P O., Ont., Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 641 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
John Grihin, Box 1597 . . . . . Collector
W. G. Powell . . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets every Sunday at 2 P. M.
H. E. Treadwell, Box 194 . . . . . Master
F. A. McBride, Box 194 . . . . . Secretary
L. J. Whyers, Box 194 . . . . . Collector
G. W. Carter, Box 194 . . . . . Receiver
F. H. Whyers, Box 194 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary
P. H. Ryan, L. Box 599 . . . . . Collector
C. C. Warman, L. Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets at 62 and 64 Calhoun St.
C. M. Lewis, 94 Dawson St . . . . . Master
H. Westerman, 20 W. Lewis St . . . . Secretary
H. Bradley, 233 E. Lewis St . . . . . Collector
A. J. Kohler, 84 Allen St . . . . . Receiver
M. H. Durneli, 20 Duryea St . . Magazine Agent

Digitized by Google

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
J. M. Gorman, 40 Middle St . . . . . Master
L. H. Heeman, 130 Segur Ave . . . . . Secretary
W. H. Buntin, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . Master
J.W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, West Oakland P. O. . . . . Recieve
R. H. Potts, 1011 Pine St . . . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agen

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 7:30 P. M. in Jones' Hall, 601 Austin St.
John Sullivan, 1110 Ave. D . . . . . Master
Robt. Nicholson, 5 Eighth St . . . . . Secretary
Harry Jamison, 5 Eighth St . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 West Commerce St., Magazine Agent

146. BAYOU CITY; Houston, Texas.
Meets every 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
L. McAuliff, 87 Houston Ave . . . . . Master
. . . . . Secretary
M. D. Homan, 45 Hardey St . . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 3:30 P. M.
J. M. Russ . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way, Box 1342 . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. Donahue, 311 W. 55th St . . . . . Secretary
S. Loasby, 2428 8th Ave . . . . . Collector
W. Wilson, 341 W. 58th St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217 . . . . . Master
Joseph H. Bice, L. Box 320 . . . . . Secretary
Fred Fletcher . . . . . Collector
Herbert Ryersy . . . . . Receiver
Chas. Zryd . . . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3d Sundays at 2:30 P. M.
Wm. Broughton, 18 Inchbury St. So . . . Master
John McCall, 17 Crook St . . . . . Secretary
J. D. Mills, 98 Strachan St. E . . . . . Collector
James Rhynd, St. Mary's Lane . . . . Receiver
Wm. Broughton, 18 Inchburry St. So Magazine Agent

152. DUNLAP; Wells, Minn.
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 . . . . . Master
L. H. Truesdell, Box 53 . . . . . Secretary
J. Harriman . . . . . Collector
W. A. Searles . . . . . Receiver
A. Martin . . . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets 1st and 3d Sundays, in Odd Fellows Hall, Scott ave.
J. Haggert . . . . . Master
W. Lampton . . . . . Secretary
W. Fuchs . . . . . Collector
G. K. Bates, Box 310 . . . . . Receiver
D. W. Dungan . . . . . Magazine Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
G. L. Northrup . . . . . Receiver
Ed Wall, Box 927 . . . . . Magazine Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 . . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
W. E. Scott . . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
W. E. Scott . . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets every Saturday night at 7:30 P. M. at Engineers' Hall, Cor. Main and John St.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe, Box 256 . . . . . Secretary
M. P. Gibson, Box 256 . . . . . Collector
T. H. Motter, Box 12 . . . . . Receiver
B. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets every Sunday at 2 P. M. in B. of L. F. Hall, North Broadway.
Sigle McFarland . . . . . Master
H. P. Matthews . . . . . Secretary
F. A. Mills . . . . . Collector
John Malin, Jr . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Fred Broughton, 432 Mullett St . . . . . Master
J. Nopper, 217 Crogan st., ... Secretary
E. Heidenrich, 124 Hastings St . . . . Collector
J. Nopper, 217 Crogan St, ... Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.
Meets at Simmons Hall, cor. Summer and Union sts.
J. R. Dwyer, N. C. & St. L. Round House . Master
E. P. Bishop, 69 S. Union St . . . . . Secretary
F. G Harrison, 55 Stevenson Ave . . . Collector
E. P. Bishop, Jr., 69 S. Union St . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays of each month, cor. Third and Main sts,
W. J. Torrance, 413 William St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . . Collector
John K. Taylor, 614 Upper 9th st . . . . Receiver
Jerry Burke, 606 S. 8th st., TerreHaute, Mag. Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
W. H. Wilder, 1217 Madison st. . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
J. F. Melcher, Sweaney ave . . . . . Collector
J. D. Hawksworth, 2003 Madison St. . . Receiver
P. Murphy, C. B. & Q. R. R. . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meets 1st Sunday of each month at 2 o'clock P. M. and every Wednesday at 7:30 P. M. in T. L. Peers' Hall. Main st
C. E. Wear, 703 Union st . . . . . Master
Wm. V. Champlin, 605 Harrison st . . . Secretary
D. F Wagner, 208 Fourth st . . . . . Collector
P. A. Hamilton, 819 Harrison st . . . . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
J. J. Meehan, L. Box 56 . . . . . Master
D. B. Rathfon . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon . . . . . Receiver
H. Peeler . . . . . Magazine Agen

Digitized by Google

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
E. E. Teal . . . . . Collector
J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Monday at 7 P. M.
R. Ames . . . . . Master
W. H. Daily . . . . . Secretary
Edward McClure . . . . . Collector
A. J. Broughton . . . . . Receiver
Ed McClure . . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets 2d and 3d Tuesdays at 7:30 P. M. and 2d and 4th Sundays at 2:00 P. M. in Engine Hall.
W. S. Cox . . . . . Master
Clint Butler, Box 651 . . . . . Secretary
F. A. Rosenbauer . . . . . Collecter
C. C. Robertson . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets in The Dalles, Oregon every Monday at 7 P. M.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
Geo. A. Ferguson . . . . . Collector
Jno. Belat . . . . . Receiver
Geo. A. Ferguson . . . . . Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
G. Hiscox, 718 Caledonia St . . . . . Secretary
Frank Krause, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter . . . . . Master
W. N. Keily, Box 1018 . . . . . Secretary
H. S. Haynes . . . . . Collector
A. H. Spencer, Box 1025 . . . . . Receiver
M. S. Hindee . . . . . Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
J. Marn, Box 619 . . . . . Master
L. L. Neibling, Box 784 . . . . . Secretary
B. E. O'Neil . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 463 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets 2d Saturday of each month.
Fred Geddes . . . . . Master
D. W. Duncan . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
J. G. Armstrong, Richmond Lodge . . . Master
J. G. Armstrong, Richmond Lodge . . Secretary
J. Smith, 39 Eccles st . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
J. E. Richter . . . . . Master
Chas. McCauley . . . . . Secretary
M. J. Fitzgerald . . . . . Collector
R. C. Brockie . . . . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 503 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . . Receiver
William H. Morne, 1703 N. 7th st. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 P. M. in Crane's Hall.
F. M. Howard, Box C . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday night at 7 P. M.
W. Kane, Box 184 . . . . . Master
Geo. M. Lovett, Box 184 . . . . . Secretary
H. M. Worthington, Box 184 . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 184 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets Monday evenings over Deseret National Bank, cor. Main and 1st South sts. at 7:30 P. M.
J. C. Dunton, Box 586 . . . . . Master
Ed. Shinn, 448 W. 3d South st . . . . Secretary
Geo. M. Edwards, 234 3d West st . . . . Collector
Peter T. Tibbs, 146 S. 3d West St. . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
Jas. Robinson, 730 N. 10th St . . . . . Master
J. E. Gardner, Corner 9th and U St . . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
L. Ream, L. Box 709 . . . . . Receiver
O. M. Freese, 13 st., bet. V and W, Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
M. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
William Gregg . . . . . Master
David J. Nicoll . . . . . Secretary
Alex. Hobson . . . . . Collector
Jas. Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
Thos. F. Judge, 18 Hickory st . . . . . Master
Geo. W. Welsh, 414 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
C. R. Bosworth, Box 157 . . . . . Receiver
S. A. Holman, Box 32 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M.
P. A. Branson, Box 808 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M. in Shafer's Hall.
Sam Welch, Box 311 . . . . . Master
A. E. Roebuck, Box 311 . . . . . Secretary
S. B. Grove . . . . . Collector
J. H. Kuhns, Box 311 . . . . . Receiver
N. A. Cook, 264 Knower St, Toledo, O. Magazine Agent

Digitized by Google

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays of each month.
Geo. A. Updegraff, 3211 Hanover st . . . . Master
Wm. H. Smith, 4228 Wentworth Ave . Secretary
Henry Patton, 3230 Hanover st . . . . . Collector
Wm. Stack, 3828 Shields ave . . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays of each month.
Louis H. Linn . . . . . Master
Harry Douglass . . . . . Secretary
Harry Douglass . . . . . Collector
C. L. Pugh . . . . . Receiver
J. R. Romans . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
J. K. Doherty, 156 Northwestern Ave. . . Master
E. P. Tobias, 975 W. Lake St . . . . . Secretary
Plato Denny, 101 care A, Fulton st . . . Collector
H. Price, 1019 A Fulton St . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey . . . . . Master
R. H. Thompson, Fort Howard, Wis . Secretary
Jerry Wood, Box 352 . . . . . Collector
Robert Parks, Fort Howard, Wis . . . . Receiver
J. F. O'Conner, Box 449 . . . . Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays of each month at 2 P. M.
William M. Smith . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . . Collector
D. C. Lewis . . . . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Bozeman, Montana . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meets Sunday at 2 P. M.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
T. P. O'Rourke, L. Box 34 . . . . . Master
Charles Marsh, Box 34 . . . . . Secretary
H. W. Smith . . . . . Collector
Charles Ireland, Box 34 . . . . . Reciever
J. J. Dowling, Huron Montana . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets every Sunday, at 2 P. M. in Knights of Labor Hall.
M. D. Hill . . . . . Master
James E. Redmond . . . . . Secretary
John R. Williams, ... Collector
Geo. W. Rowley, Jr. . . . . Receiver
Peter Layng . . . . . Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 1st and 3d Friday of each month.
E. G. Haskins, Box 330 . . . . . Master
L. C. Cooper, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
P. J. Donovan . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Ira Hurless, Box 79 . . . . . Collector
Clareuce Latham, Box 446 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sunday of each month.
T. H. Sheppard . . . . . Marester
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
J. B. Mawby . . . . . Collector
Chas. Stanfield, 308 North Watt . . . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
Dave McBee . . . . . Master
A. Stockdale, Box 210 . . . . . Secretary
M. K. Curry, Box 210 . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry, Box 210 . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
W. R. Ruffin . . . . . Master
D. W. Shea . . . . . Secretary
C. W. Steelman . . . . . Collector
J. D. Bledsoe . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday and 3d Monday in each month.
M. H. Pursell, Box 1231 . . . . . Master
Albert Maunsell, Box 1231 . . . . . Secretary
Albert Maunsell . . . . . Collector
Frank Wills, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
W. F. Moughler, Box 244 . . . . . Master
Thomas Cunniugham, Box 70 . . . . . Secretary
H. Bradford . . . . . Collector
L. E. Parker, Box 265 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 53 Kline St . . . . . Master
W. L. Johnson, 209 Adams St . . . . . Secretary
Andy Verlin, 91 Jefferson St . . . . . Collector
J. R. Musselman, Box 51 . . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Tompkins, 105 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
. . . . . Collector
M. D. Adams . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

Digitized by Google

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesday of each month.
T. S. Taylor . . . . . Master
W. B. Delo . . . . . Secretary
F. A. Work . . . . . Collector
F. A. Law . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets alternate Tuesdays and Saturdays in Doan's Block, Main Street, at 8 P. M.
Charles A. Allen . . . . . Master
J. J. Lannan, Box 131 . . . . . Secretary
A. Jordan, Box 632 . . . . . Collector
A. Dunlap, Box 237 . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
T. Dorcal . . . . . Master
L. Lortie . . . . . Secretary
W. R. Combs . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays of each mouth.
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Weeks, Box 497 . . . . . Secretary
John W. Vroman, Box 497 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vroman Box 497 . . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays of each month in in Bragg's Hall, Cor. Berwick and Iron Sts.
Jesse S. Smith, 972 Wilkes Barre, St . . . Master
Stephen F. Milheim, 436 Center St . . Secretary
Jas. R. Morris, 440 Berwick St . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets 2d and 4th Sundays at 1 P. M.
C. T. West, 55 Prospect St . . . . . Master
T. H. Lynch, 101 Factory St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 101 Factory St . . . . . Receiver
T. H. Lynch, 101 Factory St . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block . .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
Ed Davis . . . . . Receiver
J. Zollner . . . . . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays in every month in Lehman's Hall, 75 Linden Ave.
Geo. L. Wilson, 1423 Maryland Ave . . . . Master
J. N. Jones, 1731 Maryland Ave . . . . Secretary
B. E. Wilhelm, 319 Callows Grove . . . Collector
J. W. D. Bowen, 315 E. Biddle St . . . Receiver
J. H. Hiler, 1751, Maryland Ave..Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets 2d and 4th Sunday in every month at 358 Broadway.
I. J. Waufle, 148 East St., Greenbush, N. Y . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 54 Pine St . . . . . Collector
F. P. Brooksby, 59 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 54 Pine St . . . . Magaziue Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 3 P. M.
Harry A. Stearns, F. R. R. Engine House, Charleston, Mass . . . . . Master
C. E. Proctor, 35½ Blossom St . . . . Secretary
H. W. Cushong, Day St . . . . . Collector
Henry L. Cass, 26 South St . . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets every other Sunday in K. P. Hall.
W. K. Larr, Box 212 . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
Meet 1st and 3d Sundays at 1:30 P. M.
J. L. Weller . . . . . Master
Alex Powell . . . . . Secretary
Alex Powell . . . . . Collector
Frank Roberts . . . . . Receiver
Wm. Martin . . . . . Magazine Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
Richard Beeson, 271 Franklin St . . . . . Master
W. A. Walker, 215 Bidwell St . . . . . Secretary
Chas. A. Snyder, Alliance, O . . . . . Collector
John T. Sweeney, 189 Adams st . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Harvey Buck . . . . . Master
Engene R. Bright . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
Wm. Adams . . . . . Master
H. J. Carruthers, L. Box 60 . . . . . Secretary
J. Gray . . . . . Collector
Ed Everett, Box A . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. H., Child's block, 1st and 3d Sundays at 2 P. M.
Chas. W. Gardner . . . . . Master
O. G. Anderson, Box 316 . . . . . Secretary
Frank B. Rugg . . . . . Collector
Charles W. Gardner . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursday in every month at 7:30 P. M.
C. W. Harris, 47 Drake St . . . . . Master
John Cavens, 47 Drake St . . . . . Secretary
Chas. Cooper, 43 Drake St . . . . . Collector
John Cavins, 47 Drake St . . . . . Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
E. J. Farrell . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Rainsburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
T. L. Drummond . . . . . Master
H. Poole . . . . . Secretary
. . . . . Collector
Burt Wheatley . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Sundays at 1:30 P. M., in I. O. O. F. Hall, Cor. Collin and Hardy streets.
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
J. W. Spence, 33 Eldridge St . . . . . Master
W. W. Stonier, 69 Eldridge St . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . . Collector
Theodore Haskins, 43 Munsell St . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agen

Digitized by Google

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 320 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
Judson Bayly, 514 E. Market St . . . . . Receiver
E. Wint, 1533 Market Ave . . . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach; 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
G. W. Gilkerson, 38 Knox St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Gus. Watters, 620 Clinton Ave . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
Geo. Moore, 203 Lombard St. . . . . Master
W. C. Lytle, 1009 Lombard st . . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 419 E. 2d St., Wilmington, Del. . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in Armstrong & Lyon building.
Floyd Pollison, Box 1431 . . . . . Master
W. H. Tidaback, 19 Grand St . . . . . Secretary
Sherman Gildersleeve . . . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. Weeden . . . . . Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday and 3d Sunday at 2 P. M.
Geo. W. Anderson . . . . . Master
Frank Probert . . . . . Secretary
Wm. C. Hunter, Boz 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart, Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher . . . . . Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St . . . . . Master
J. W. Walker, 2903 Penn Ave . . . . . Secretary
P. T. Williams, 2903 Penn Ave . . . . . Collector
R. O. Ferren, 2903 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1 P. M. and 2d and 4th Saturdays at 7 P. M.
J. Grether, Box 118 . . . . . Master
W. A. Callahan . . . . . Secretary
J. Grether, Box 118 . . . . . Collector
J. R. Nutty, Box 156 . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays in each month, at 10 A. M.
Benj. Dean . . . . . Master
M. J. Kennedy, 226 N. Wood St., Chicago, Ill . . . . . Secretary
M. J. Kennedy, 226 N. Wood St., Chicago Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman . . . . . Receiver
Henry Kortz . . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, at Southwest corner Main and Central Ave., third floor.
F. L. Volk, Box 782 . . . . . Master
A. R. Edington, Box 534 . . . . . Secretary
John Jennings . . . . . Collector
D. Lentz . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Sunday at 7:30 P. M.
G. Hastings, Cor. Orange and Grove Ave . Master
J. H. Bentley, 116 Cortland St . . . . . Secretary
D. Benn, 435 Blackstone St . . . . . Collector
Wm. Apted, 410 Page Ave . . . . . Receiver
D. Benn, 435 Blackstone St . . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Barager, Box 300 . . . . . Master
D. J. McGinley, Box 300 . . . . . Secretary
John Gleam, Box 300 . . . . . Collector
P. C. Hagerty, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meet at R. Y. M. C. A. rooms 1st and 3d Sundays.
Emery S. Smith, Southport, N. Y . . . . Master
E. B. Detrick, Blyly House . . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Bonham, Texas.
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
J. L. Ison . . . . . Master
W. F. Rowe . . . . . Secretary
Ed. Harvey . . . . . Collector
J. M. Painter . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
J. B. F. Good, 1172 Fillmore St . . . . . Secretary
N. Laughlin, 339 Oakley Ave . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th St . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts.
Douglas Grigor, 196 Liberty St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
J. J. Bannon, Cor. Wilson and Walker Sts., Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
F. B. Coats, Montgomery st, 3 doors south of Duffy . . . . . Magazine Agent

246. MACON; Macon, Ga.
Meets on 1st, 8th, 15th and 22d of each month, at M. & W. Freight House.
W. T. Roughton, 345 Fourth St . . . . . Master
J. H. Strickland, cor. Johnson and Elm St . . . . . Secretary
C. H. Richards, 52 Ash St . . . . . Collector
W. M. Walker, 349 Fourth St . . . . . Receiver
J. I. Davidson, 345 Fourth St . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
H. F. Waters, 316 Rawson St . . . . . Master
H. B. Childs, E., T. V. & G. R. R. Shops. Secretary
Fred Carlisle, 310 Rawson St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
J. M. Baird, 194 Powers St . . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays of each month.
E. N. Packard . . . . . Master
C. S. Ellinwood Box 714 . . . . . Secretary
J. L. Brown, Box 704 . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

Digitized by Google

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill . . . Master
J. O. Mason, Judd, Cook County, Ill . . Secretary
. . . . . Collector
L. McKee, Judd, Cook County, Ill . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
R. H. Diggory, Kingston, Pa . . . . . Master
F. O'Donnell, Ashley, Pa . . . . . Secretary
C. H. Lamon, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall.
J. T. Meyers, East Mauch Chunk . . . . . Master
L. Wildoner . . . . . Secretary
L. H. Yetter . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser . . . . . Master
H. G. Klugh . . . . . Secretary
W. Armstrong . . . . . Collector
M. M. Hinkle . . . . . Receiver
Frank Stocker . . . . . Magazine Agen

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 21 E. State St. 1st and 3d Sundays of each month.
Harvey B. Eldridge, 21 Walnut Ave . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator, 45 Hart Ave . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays of each month.
I. C. Perrin, Box 34 . . . . . Master
E. C. Connor, Box 157 . . . . . Secretary
P. J. Farrell . . . . . Collector
Thomas Sheean, Box 25 . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 . . . . . Master
W. M. Keefe, Lock Box 472 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
Ed. Gray . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
Andrew Carter . . . . . Collector
M. D. Finn . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Wednesday evening at 7:30.
Mel. Norton . . . . . Master
A. S. Ritenour . . . . . Secretary
John Treadway . . . . . Collector
A. E. Leighty . . . . . Receiver
Ed Norton . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
John D. Cummings, Box 107 . . . . . Master
Josh A. Baker, Box 122 . . . . . Secretary
Josh A. Baker, Box 122 . . . . . Collector
G. E. Hanford, Box 107 . . . . . Receiver
Louis E. Graham, C.P.r'nd house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
Edgar Worrell, Box 41 . . . . . Master
W. L. Ewing, Box 75 . . . . . Secretary
Wm. Taylor . . . . . Collector
L. V. McLaughlin . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets alternate Saturdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
A. E. Hayden, Box 10 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson . . . . . Collector
A. E. Aikman . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
M. W. Fitzgerald, South Butte, Mon . . . Master
J. Byrne, Box 4, South Butte, Mon . . . Secretary
Geo. Tyndall, Box 832 . . . . . Collector
C. H. DeCamp, South Butte, Mon . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meet 1st and 3d Sundays of each month at 2:30 P. M. in I. O. O. F. Hall.
J. Leech, 608 S. Division St . . . . . Master
A. E. Geary, 525 S. Division St . . . . . Secretary
A. Pitman, 525 S Division St . . . . . Collector
H. Norris, 59 River Ave . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 4th Sundays in each month.
T. Hayes . . . . . Master
P. Ryan . . . . . Secretary
A. Krienke . . . . . Collector
J. E. Moquin . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 P. M. at St. Charles Hall, on Patterson St.
M. Brown . . . . . Master
A. H. Flynn, 87 Pacific Ave . . . . . Secretary
T. Stockton, 37 Vallette St . . . . . Collector
W. Maguire, 54 Vellette St . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave . . . . Master
E. Gantt, 25 Hooke St. . . . . Secretary
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller st . . . Secretary
Geo. Kirshner, 67 15th St,, Covington, Ky . . . . . Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
W. L. Higbee, 2213 Snelling ave . . . . Secretary
D. Lucas, 407 Fifth St. S . . . . . Collector
J. D. Sharrah, 1901 3d St. S . . . . . Receiver
Sam Manhart, 2110 29th St. S . . Magazine Agent

Digitized by Google

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, South Stanhope, 1st and 3d Sundays, at 4 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. . . Master
R. A. Trezise, Box 30, Port Morris . . . Secretary
M. T. Dickerman, Box 31, Port Morris, Collector
T. F. Burtt, Box 86, Port Morris, N. J . . Receiver
Patrick Ash, Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets 1st and 3d Sundays each month at 1:30 P.M.
Joseph Osman . . . . . Master
G. B. Weller . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
Frank Maxwell . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . . Master
G. M. Wilson, 416 S. 9th St . . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
G. Smith, 208 Thirteenth St . . . . Receiver
H. I. Sweeney, 345 7th St . . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. W. Myers . . . . . Master
B. H. Thomas . . . . . Secretary
L. A. McCutcheon, Charlottesville, Va . Collector
E. B. Engart . . . . . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays of each month at 1:30 P. M.
C. W. Jenkins, N. N. & M. V. Round House, Master
W. A. Demaine, NN&MV Round House, Secretary
Eugene List, 1008 Buchanan st . . . . Collector
W. R. Saunders, 4 N. 18th St . . . . . Receiver
J. S. Marshall, NN&MV Round House, Mag. Agent

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
. . . . . Master
W. Cole . . . . . Secretary
. . . . . Collector
R. H. McCarty . . . . . Receiver
. . . . . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 P. M., at Phœnix Fire House.
W. Wright, L. Box 482 . . . . . Master
M. E. Murphy, L. Box 482 . . . . . Secretary
E. Wright, L. Box 482 . . . . . Collector
Scott Jones, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
Chas. S. Fisk, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
A. W. Jennings, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets 1st and 3d Sundays at 9 A. M., and 2d and 4th Sundays at 7:30 P. M.
W. H. Lohnes, Box 237 . . . . . Master
J. A. Atyeo . . . . . Secretary
A. B. Trenary . . . . . Collector
C. P. Countryman . . . . . Receiver
H. I. Ogle . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets over Hedden & Phelps', on corner of State and Market streets.
W. C. Brown . . . . . Master
E. E. Reeves . . . . . Secretary
Joe Scharf . . . . . Collector
Wm. H. Stephens . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Jones' Hall, on Main St., bet. 4th and 5th, on 1st and 3d Sundays in each month.
Bert Launt . . . . . Master
Calvin Minniear . . . . . Secretary
W. F. Gibson . . . . . Collector
Kelley Holsclaw . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in C. M. B. A. Hall, Great Bend, 1st Saturday at 8 P. M., and 3d Sunday at 2 P. M.
F. J. May, Hallstead, Pa. . . . . Master
J. F. McCormick, Hallstead, Pa . . . . . Secretary
T. L. Connelly, Great Bend, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
S. J. Connor, Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon of each month.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 88 Cedar St . . . . . Secretary
W. H. Dellert, 9 Carlisle St . . . . . Collector
Wm. A. Pyle, 46 Arthur St . . . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave.
. . . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
W. W. Hosford, 15 Elm St . . . . . Master
Wm. Wyler, 9 Squire St . . . . . Secretary
Wm. L. Dwyer, 51 Liberty St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
I. C. Sterner, Fairmont St . . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets 2d and 4th Sundays of every month in B. of L. E. Hall, cor. Warren and Potter Sts.
Frank Shinsky, L. Box 500 . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 655 N. 4th St . . . . . Collector
C. L. Sterling, 701 N. Jefferson St . . . . Receiver
A Fixel, 1214 Miller St . . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets every Sunday at 1 P. M., in Otto's Hall, Twelfth St.
W. E. Hammond, 1816 Union Ave . . . . Master
J. F. Walls, 1117 17th St . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . Receiver
W. R. Yockey, 1616 Union Ave . Magazine Agent

288. EMMET; Estherville, Iowa.
Meets 1st Sunday in each month at 7:30 P. M., and third Monday, at Masonic Hall.
W. S. Davis, L. Box 80 . . . . . Master
P. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
W. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anvan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall, bet. Main and 3d Sts.
J. T. Hart, 412 Washington St . . . . . Master
R. Tierney, 117 Riverside St . . . . . Secretary
J. W. Rowland, 408 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 404 S. 3d St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday at 8 P. M., 4th Sunday at 10:00 A. M., at Pythian Hall.
W. C. Latimer, 2045 Fulton ave . . . . . Master
G. W. Bruno, 2045 Fulton ave . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, 57 A Somers St . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

Digitized by Google

292. POCAHONTAS; Holden, Mo.
Meets at Holden, Mo.
G. Y. Smith . . . . . Master
J. G. Vogelsang, Talmage House . . . Secretary
J. H. Clark . . . . . Collector
P. B. Scanlan . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293 LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
W. J. Sharkey, 2608 Somerset St . . . . Secretary
James J. Haughey, 2710 Hewson St . . . Collector
Dennis J. Kilty, 2809 Edgemont St . . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . . . Master
A. L. Jackson . . . . . Secretary
G. W. Lynch . . . . . Collector
E. A. T. Watkins . . . . . Receiver
G. W. Lynch . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
A. R. Kough, 1235 Harrison St . . . . Secretary
A. R. Kough, 1235 Harrison St . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C.F. McSteen, care John McSteen, Magazine Agent

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near McGehe St . . . . . Secretary
C. F. Misener, 115 McGhee St . . . . Collector
S. A. Presnell, Cor. McGhee and Clark St, Receiver
P. H. Gleason, 104 Jacksonborough St Mag Agent

297. CLARK; Jeffersonville, Ind.
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 302 . . . . . Master
C. E. Buehler . . . . . Secretary
P. J. Gavin . . . . . Collector
A. B. Chambers . . . . . Receiver
P. A. Coleman . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7.30 P. M.
H. C. Wheat, 1221 S Compton Ave . . . . Master
W. B. Smith, 2121 Eugenia St . . . . . Secretary
Charles Durnell, Mo Pacific Shops . . . Collector
John McClusky, 1418 Joab St . . . . . Receiver
H. C. Wheat 1221 S Compton Ave. Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M
M. Prescott . . . . . Master
C. H. Ridge, Box 87 . . . . . Secretary
Elwood Welshone . . . . . Collector
N. D. Huffman, Box 112 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday afternoon and 3d Monday evening at I. O. O. F. Hall, cor. Michigan and Frankfort streets
A. S. Hewitt, 4th st. and Franklin Sts . . Master
Hugh J. Manney, 6th St . . . . . Secretary
W. H. Henry, Pine street . . . . . Collector
Jas. Whitby, 5th street . . . . . Receiver
Lew Willson, 7th street . . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 161 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. POST OAK; Hempstead, Texas.
Meets twice per month in Knights of Honor Hall.
A. Werner . . . . . Master
W. A. Weir . . . . . Secretary
T. N. Aaron . . . . . Collector
W. A. Wier . . . . . Receiver
T. N. Aaron . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
F. H. Barrelle . . . . . Master
G. B. Yauch . . . . . Secretary
C. E. Humphreys . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Texas . . . . . Master care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas . . . Secretary care J. S. Turner, M. M., Jimulco, Mexico.
. . . . . Collector
H. C. Koepke, El Paso, Texas . . . . . Receiver care J. S. Turner, M. M., Jimulco, Mexico.
. . . . . Magazine Agent

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 8 Bowery avenue, ... Master
J. P. Callahan, 19 Pine st . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prine St . . . . . Receiver
C. S. Woods, cor. Linden and Beacon streets . . . . . Magazine Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. S. Gates, 34 Patton St . . . . . Master
W. M. Butler, B. & A. Engine House . Secretary
E. O. Sexton, 416 Union St . . . . . Collector
C. A. Chapin, B. & A. R. R . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays in each month
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday.
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y . . . . . Secretary
Robert Spears 100 Eagle St., Green Point, L. I., N. Y. . . . . Collector
William Carroll, Long Island P.O., N. Y. Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
H. C. Martin . . . . . Master
Geo. W. Wareham, Box 35 . . . . . Secretary
H. C. Campbell . . . . . Collector
J. O. Elder . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets 1st and 5th Sundays.
R. Rippen, Box 225 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
J. W. Miller, Box 341 . . . . . Collector
C. A. Howe . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets every 1st and 3d Sunday at 3 P. M.
Mathew Hefferman . . . . . Master
F. R. Swaney, Box 6 . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

Digitized by Google

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7.30 P. M.
M. S. Laughlin, Box 54 . . . . . Master
John Williams, Box 131, Armstrong, Kan, Secretary
John Donovan, Box, 32 Armstrong, Kan, Collector
E. G. Wilson, Box 41, Armstrong, Kan . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa..
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . . Master
George Lutton . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Wm. J. Mattice, 58 Paine St . . . . . Master
Wm. J. Murray, 97 James St . . . . . Secretary
Christopher H. Haverly, 43 Hudson Ave Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 6:30 A. M. in Bland's Hall, 9th and Penn Sts.
Edward Noonan, 630 N. 6th St . . . . . Master
Wm. Gordon, 836 Green St . . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
L. Brownback, 226 N. 9th St . . . . . Receiver
Charles H. Wesley, 327 Minersville St., Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, Glenwood, 23d Ward, Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday evening at 6:30, standard time.
T. E. Whitesides . . . . . Master
J. C. Faigh . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Monday at 9:00 A. M.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
G. W. Light . . . . . Collector
C. E. Cage . . . . . Receiver
J. F. Kiter . . . . . Magazine Agent

321. SNOW DRIFT; Chaplean, Ont.
Meets every Sunday at B. of L. F. Hall, over Austin's Store, at 2 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
John B. Dexter . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St . . . . . Secretary
James Haas, 2135 Darien St. . . . . Collector
Irwin S. Stearly, 923 Mt. Vernon St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets 2d and 4th Sundays of each month.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in New Ætna Hall, on Main st.
J. W. Fisher . . . . . Master
Daniel Geiger . . . . . Secretary
G. W. Bowman . . . . . Collector
James Kelly . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
J. J. Hoarty, Palo Alto, Pottsville, Pa. . . Master
W. H. Sowers, 102 Savoy St. Palo Alto, Pottsville, Pa. . . . . Secretary
T. F. Brennan, 391 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa . Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 69 High St. . . . . Secretary
G. E. Lovelace, 8 Webster St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
C. Billington, 28 Hilton St . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
Harry Brown . . . . . Master
J. M. Griffith . . . . . Secretary
Mike Sauer . . . . . Collector
Chas. E. Higgins . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets alternate Sundays in K. of P. Hall.
Wm. Crehan, Box 834 . . . . . Master
J. A. Marshall, Box 75 . . . . . Secretary
J. W. Coolidge . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays at 1:30 P. M.
A. Dillon . . . . . Master
E. Remy, Box 169 . . . . . Secretary
H. Wade . . . . . Collector
R. H. Rundle . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
A. W. Abrant, 1354 Liberty St., Kansas City, Mo . . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
W. C. Wright, Box 77 . . . . . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
A. J. Wages, Ga. R. R. Shops . . . . . Master
R. B. Chapman, 414 Reynolds St. . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
R. B. Chapman, 414 Reynolds St . . . . Receiver
R. B. Chapman, 414 Reynolds St, Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays, at 40th St. and Lancaster ave.
B. F. M. Keffer, 3841 Spring Garden St . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

Digitized by Google

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1521 S. Woodstock St . . . Secretary
H. A. Krauss, 1706 Afton St. . . . . Collector
F. H. Hartzell, 1506 Lukens St . . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets 427 Notre Dame st., on alternate Sundays.
Alfred Bring, 20 Roch Laur St., Montreal . . . . . Master
Peter Dionne, 66 Iberville st., Montreal, Secretary
Telephore Grondines, 15 St. Catharine st., Montreal . . . . . Collector
J. G. Adolphe Brazeau, 97 Moreau st., Hochelaga . . . . . Receiver
Thomas Keiller, 28 . . . Marlborough st., Hochelaga . . . . . Magazine Agent

336. FALL RIVER; Neodesha, Kansas.
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
J. A. McPaul . . . . . Collector
Chas. Koehler . . . . . Receiver
Mose Weekley . . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1631 Belleview Ave . . . Master
G. H. Roberts, 1631 Belleview Ave . . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays at 1:30 P. M. in P. O. S. A. Hall, corner 4th St. and Huron avenue.
Frederick Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
G. B. McManigal . . . . . Collector
George Severin . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays of each month.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 156 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets every 2d and 4th Sundays, in Odd Fellows' Hall, at 1 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 507 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . Magazine Agent

341. GOLD RANGE; Kamloops, B. C.
Meets every Wednesday at Engineers' Hall.
David Morton, Kamloops . . . . . Master
Jas. Gander, Kamloops . . . . . Secretary
Jas. Gander, Kamloops . . . . . Collector
Arthur Randall, Donald, B. C. . . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Meets 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin, Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
T. W. Cresswell . . . . . Master
W. A. Ennis . . . . . Secretary
J. Robinson . . . . . Collector
E. Garraux, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets every Sunday at Phœnix Hall, at 10 A. M.
D. C. Dickert . . . . . Master
W. H. Fetner, Jr., Care R. R. shop . . . Secretary
W. H. Fetner, Jr . . . . . Collector
A. C. Lee . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
Meet every 2d and 4th Sundays, at Cor. Reid and Second Sts.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelty . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
A. D. Slack . . . . . Master
T. Butler . . . . . Secretary
T. Butler . . . . . Collector
J. I. Sizer . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
Meets 1st, 2d and 4th Wednesday evenings of each month, at 7:30.
B. S. Williams . . . . . Master
Wm. Pinkerton, Box 820 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
C. H. Voris, Box 196 . . . . . Receiver
J. E. Coulter . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets 1st and 3d Sundays at 2:30 P. M., in I. O. O. F. Hall.
Thos. L. Brinson, L. Box 11 . . . . . Master
E. A. Stephens, L. Box 93 . . . . . Secretary
Thomas H. Boynton . . . . . Collector
F. G. Schilke, L. Box 37 . . . . . Receiver
Ed Jacobson, L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Henry Grimm, Weehawken P. O., Union Hill . . . . . Master
D. Shea, New Durham, N. J. . . . . Secretary
F. L. Wilber, 67 Hudson Ave . . . . . Collector
J. E. Boyle, New Durham, N. J . . . . . Receiver
F. L. Wilber, 67 Hudson Ave . . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
W. J. Doherty . . . . . Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley . . . . . Collector
T. R. Merty . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Eldredge Boyer . . . . . Master
Wilson Dotler . . . . . Secretary
George Dubler, Box 153 . . . . . Collector
Wm. Hartley . . . . . Receiver
E. S. Doudt . . . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
. . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. School and Forest street . . . . . Secretary
J. E. Pratt, 24 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . . Magazine Agent

354. HOBOKEN; Hoboken, N. J.
John Curran, 215 Erie St, Jersey City, N. J . . . . . Master
J. S. Kennan, 139 Second St . . . . . Secretary
A. Georgeot, 219 Park ave . . . . . Receiver
E. C. Williams, Morristown, N. J. . . Collector
D. McNamara, Summit, N. J . . Magazine Agent

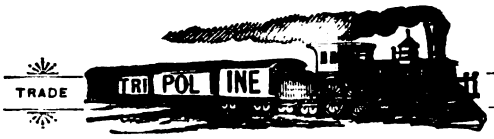
355. STONE CITY; Joliet, Ill.
W. W. Brooker, 134 S Hickory St . . . . . Master
Chris. Nolan . . . . . Secretary
T. F. Hannan, 411 S Desplanes St. . . . Receiver
M. O'Grady, 701 Scott St . . . . . Collector
Bernard Deigman, 901 Van Buren Street . . . . . Magazine Agent

Digitized by Google

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.) **ESPECIALLY** adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is not found to be exactly as represented, may be returned, at our expense, and money refunded.

Address, THE MATCHLESS METAL POLISH CO.,
198 and 200 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

TO MAGAZINE AGENTS!

The following PRIZES will be given to the Lodge securing the largest number of PAID subscribers to the LOCOMOTIVE FIREMEN'S MAGAZINE for the year 1887, viz:

For the Lodge—A Handsome Parlor Organ.
For the Agent—Fifty Dollars ($50) in Cash.

Each annual subscription will be counted equal to two semi-annualy or four quarterly subscriptions.

The Prizes will be awarded January 1st, 1888, to the Lodge having the largest number of paid subscribers on the Grand Lodge records on December 1st 1887.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. JULY, 1887. No. 7.

THE NEW YORK UNION MEETING.

The union meetings which occur frequently, throughout the entire jurisdiction of the Brotherhood of Locomotive Firemen, are usually largely attended, and are always productive of benefits to the Order. So true has this been from the first, that the union meetings have steadily grown in popularity and approval, until now they could not be discontinued without serious detriment to the Brotherhood, and this fact was grandly emphasized Sunday afternoon, May 15, in the city of New York, where the largest union meeting of Locomotive Firemen that ever assembled in the country was held in Tammany Hall, attended by more than nine hundred members of the Brotherhood, who represented fully fifty eastern Lodges, and at least 25,000 miles of railroads.

Just here we refer to a historical fact mentioned by Grand Master Sargent in his splendid address before the meeting, and this we do that our readers may the more readily grasp the stateliness of our Brotherhood's march from obscurity, and the more readily comprehend the value of the victories it has achieved. Grand Master Sargent said that it was on the 1st day of December, 1873, that, at Port Jervis, in the State of New York, eleven men, following the vocation of enginemen, laid the foundation of the Brotherhood of Locomotive Firemen—twelve years, four months and fourteen days. How brief the period, and yet the Brotherhood in that time has increased from one Lodge to three hundred and sixty Lodges, from eleven members to a membership of 17,000. The Brotherhood has passed beyond the boundaries of the Empire State. It has gone north into the Dominion of Canada, east to the furthermost limit of the Pine Tree State, west to the shores of the Pacific, and south to flowery Florida, and far away to the southwest into the republic of Mexico. Such magnificent strides of progress bewilder the mind, and stubborn facts read like fiction. But great as are such achievements, worthy as they are of mention, they are by no means the most captivating the Brotherhood has won. The Brotherhood has been required to solve problems of finance when bankruptcy stared it in the face. Poor, obscure, confronted by prejudice and hostility, it was equal to the occasion, and expanded to the full measure of every requirement, and made misfortune the touchstone of success, evincing a sublime moral courage and faith in the right, in duty, fealty to obligation and trust in men, virtues which crowned it the peer of any other organization of men in the land. It was sublime heroism. Such

Digitized by Google

an organization cannot fail of winning the approval of thoughtful men. This being true, it is not surprising that in the great metropolis of New York, the second commercial city of the world, with a population of more than 2,000,000, its chief magistrate should regard it a pleasure and a duty to accept an invitation to address an assemblage of nearly one thousand locomotive firemen. Hon. Abram S. Hewitt is something more than mayor of the city of New York. He is a statesman of national reputation. He is a man of wealth, but he is something far better than a millionaire; he is a man of thought, of brains, familiar with every question touching the national interests of the country and the welfare of society. Such men do not attend meetings of organizations—brotherhoods,—unless they know they are meritorious. The address of His Honor, Mayor Hewitt, was listened to with profound attention. He squarely endorsed holding the meeting on Sunday, and, among other things, said:

"Yes, this is the proper use of the Sabbath day, and I hope this example will be followed by all workingmen who are engaged in earning an honest living during the week, coming together not merely for social enjoyment, which of itself is worship, but for the encouragement of each other in works of charity and loving kindness."

Mayor Hewitt referred to an anti-poverty society, in which each man strives to abolish his own poverty, saying that some forty years ago, when poor, he joined that society, and we are glad to know was eminently successful in overcoming the inconveniences of poverty. In closing his remarks, Mayor Hewitt paid the Locomotive Firemen the following high and merited compliment:

"I have rarely seen an audience so intelligent as this, so capable of comprehending the principles which underlie the social organization, as proved by your constitution and by-laws, therefore I want to leave your presence, renewing my allegiance to the great principle of association. I want to make this public declaration that the right of men to organize is absolute, that the duty of men to organize in their respective branches of business is of the highest order, and that they are not true to themselves unless they do it. But, like other good things in this world, this right may be abused. You have not abused it. You have not said to those gentlemen who do not choose to join your order, 'Go out like Ishmael into the desert and starve.' You still take him by the hand. You still meet him on the road, and still have a pleasant word for him, and all that you say to him is, 'Don't you think it would be for your benefit to join this organization which gives a helping hand in time of trouble; which takes care of the widow and the orphan in time of peril?' There is no man insensible to that argument."

The meeting was also addressed by the Hon. Chas. A. Dana, proprietor and editor of the New York morning *Sun* and evening *Sun*—therefore, two *Suns*, each of which is a recognized luminary. Mr. Dana, like Mr. Hewitt, has a national reputation. He is one of the great writers of the day. What he says is worthy of consideration. In his remarks, he boasted of American liberty. He thought men should be grateful because they are American citizens, and because "there is more liberty here than anywhere else on God's earth." He referred to those who come to America from other lands, socialists and anarchists, and who are dissatisfied with things as they find them. He said:

"But we hear of late the voice of theorists—and I am happy to say they are mostly men who come from less favored lands—who come here to tell us that the powers of government should be immensely extended, and I see, lately, an increase of that sort of legislation and a tendency to advocate the attempt by government to manage railroads, telegraphs, and all sorts of enterprises. I think if that condition of things could be brought about we should be in a far worse condition than any people of Europe or even of Asia. It would be a tyranny impossible to endure. All that liberty—that freedom of action—that we now enjoy would be gone, and there would be nothing but the dead level of slavery for us all.

I do not think there is any fear of the introduction of such a system in this country as long as there are intelligent men, such as I see before me now, to rule the country by their votes. It is impossible that we shall consent to it. Our constitution and government are entirely opposed to it, and all our habits of mind are opposed to it, and when these gentlemen come and tell us what we ought to do we will not pay much attention to what they say, but will resolve that we will not have it at all."

Mr. Dana failed to see how things for some time to come could get along with a less number of hours for toil, saying that he worked fifteen hours a day, and farmers about the same

Digitized by Google

length of time daily, while Mr. Depew, President of the New York Central, worked, he thought, from eighteen to twenty hours. In closing, Mr. Dana said:

"Gentlemen, I am very grateful to you for your kind invitation to come here and say these few homely words to you this afternoon. You are on the right track—mutual insurance, mutual help. Stand by your honored standard of free American citizenship and your prosperity will be assured."

At the close of Mr. Dana's speech, Hon. Chauncey M. Depew, President of the New York Central and Hudson River Railroad was introduced and delivered a highly felicitous address. He referred to a class of men who want to get a living without work—and said that they came from all classes, and then remarked:

They remind me of what Horace Greeley is reported to have said when a man called upon him for a subscription to save men from hell. Horace said: "I won't give you a cent; there don't half enough go there now." [Laughter.] They remind me of a man I knew in Peekskill who got married. I said to him: "What will you do with a wife? You never supported one side of yourself." He replied: "Well, it is a poor kind of a woman who cannot support the other side." [Laughter.] They remind me of a man in Poughkeepsie who was always saying he could not get a start. He was always sitting on a dry goods box waiting for a start. One day I gave him ten dollars for a start, and the next day I found him sitting on the same dry goods box. I asked him what had become of the ten dollars. He said: "I invested it in watermelons to sell at the camp meeting. The first man I sold to gave me a counterfeit ten-dollar note and took all my capital."

The two greatest anti-poverty societies I know of are the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen.

You can't abolish poverty by spouting. You may pass resolutions against the small pox and the measles, but the small-pox and the measles will come just the same.

They tell you that the New York Central Railroad earns $34,000,000 a year, and that that money goes to the bloated capitalists. Does it? There are $12,000,000 goes for wages, $10,000,000 goes for supplies, $8,000,000 goes for taxes, interest, &c. Finally you find the capitalist has out of his $34,000,000 only $3,000,000 to bloat on, and when you consider how many there are to share it they don't bloat much. You would not think they were bloating much if you could stand in the President's room and hear what they expect

One-tenth of the labor of the country is employed on railroads. There are 22,000 men employed by the New York Central, and over one-half of them have been there twenty years. I believe that length of service should add to a man's consideration, and that the sons of old employees should have preference in filling vacancies.

There is, perhaps, no man in the United States, occupying a more responsible position in railway affairs than has fallen to the lot of Mr. Depew, and we see it stated that his salary is equal to that paid the President of the United States. Then under his control an army of 22,000 employes, and in so far as work and wages are concerned his power is autocratic—and yet this high railroad official responds to an invitation to address a meeting of Locomotive Firemen, by which he endorses the organization and shows that it has and is entitled to his high consideration.

We have referred particularly to the presence of Messrs. Hewitt, Dana and Depew, because they are representative American citizens—men of national reputation, men profoundly versed in questions relating to the industries of the country. These men deemed it wise to attend a union meeting of Locomotive Firemen, because they recognize in the great Brotherhood a factor and a force in solving some of the most important problems of the times. When such men speak, they always say something, and while those who listen may differ widely with them upon certain propositions, they may know that they have heard the opinions of men who are exerting a powerful influence in shaping the thought and destiny of the country.

It should be recorded that the union meeting was held under the auspices of Just in Time Lodge, No. 149, of the city of New York, the Master of which, Bro. F. C. Donigan, presided in a manner which won universal applause. Old Tammany, the most historic hall in the city, never appeared to better advantage, and the committee of arrangements—members of Just in Time Lodge,—Messrs. F. C. Donigan, Samuel Losby, George Ford, Peter Witzel and W. A. Wilson, had all matters in such superb shape that the most critical and fastidious were satisfied and happy.

Bro. Donigan presided, as we have

Digitized by Google

said, with eminent dignity. Rev. Dr. McCrackin, Chancellor of the University of New York, was introduced by the president and opened the meeting with prayer, after which speeches followed, as we have stated. The address of Grand Master Sargent was listened to by all present with the most respectful attention, and the information it contained was appreciated by all. The Grand Master's allusion to the good the Brotherhood has accomplished is worthy of being written in letters of gold and committed to memory by every member of the Brotherhood. The address of Bro. J. J. Hannahan, Vice Grand Master of the Brotherhood, was in his usual happy vein, and won the applause of the audience. The speeches of Bros. Sargent and Hannahan will be found elsewhere in the *Magazine*, and should be read and pondered by the entire membership. They are logical and convincing, and constitute valuable chapters in the literature of the Brotherhood.

It is most gratifying to state that the Brotherhood was never in a more harmonious condition or better equipped for carrying forward its mission. The rumor had gone abroad, that in the Eastern Lodges, there was great opposition to the Constitution and to the Order generally. It is quite impossible to divine why such reports should be circulated, except upon the ground that all organizations have their mischief makers, who magnify small things and distort the truth.

At the closed meeting, when nine hundred Brotherhood Firemen were assembled, the Grand Master stated the substance of the rumors, and asked the Firemen if they were *untrue* to testify to the fact by rising, and every man rose to his feet at once, not a dissenting vote—and thus was the foolish and vicious report squelched and put to rest. There was absolutely no fault to find with the Constitution, the administration of the laws, or with the Grand Lodge. With this splendid endorsement evincing harmony and a solid front, applause broke out again and again, showing the most devoted loyalty to the Order and grandly emphasizing the solid benefits which spring from holding union meetings.

THE LABOR MOVEMENT THE PROBLEM OF THE DAY.

The above is the title of a book, which we have on our table, and which, had we the space, we should be pleased to thoroughly review. On the title page we find the following: "The History, Purpose and Possibilities of Labor Organizations in Europe and America—Guilds, Trades-Unions, and Knights of Labor; Functions of Capital; Chinese Labor; Competition; Arbitration; Profit-sharing and Co-operation; Principles of the Knights of Labor; Moral and Educational Aspects of the Labor Question."

The editor of the book is Geo. E. McNeill, who had the assistance of "fifteen associate authors."

The book contains 615 pages, is divided into twenty-four chapters, and is embellished with the portraits of thirty-seven gentlemen who have in some way and somewhere been identified with the "Labor Movement." To read the book through carefully would require about a month's time, Sundays excepted. That is more time than we have at our command, and we shall therefore be required to read as opportunities offer, which may be the more profitable, as we shall have time to analyze as we proceed. In reading the first chapter we find the author saying:

"If we would comprehend our present labor problems we must study carefully the conditions out of which they have grown. *The modern laborer is a historical product.* He has been *evolved* out of a former condition by a set of influences and forces of which he himself has been a prominent part. If we would understand fully, either his *present* condition or his *future* prospects, we must investigate carefully the course of *development* by which he has become *what he is*, and the means which are open to him to become *what he should be.*" (Italics are ours, ED. MAGAZINE.)

Digitized by Google

The author of the foregoing combination of puzzles and mysteries is "First Deputy of the Massachusetts Bureau of Statistics of Labor, and Secretary-Treasurer of D. A. 30, Knights of Labor," hence we feel some delicacy in asking him just what he means by saying that "the modern laborer is a historical product?" Is the modern laborer any more of a historical product than the modern capitalist, the modern Shylock, the modern bucket-shop gambler, stock and bond gambler, land grabber, bank wrecker, food cornerer and stock waterer? The "modern laborer," says the author, who is a "K. L.," has been "evolved out of a former condition," and to understand him, the author suggests a careful study of the "course of development," which has brought the "modern laborer" to his present condition. We have seen in our day a vast number of modern laborers—the "historical product" "evolved out of former conditions." They were usually large, manly, well-developed men, who had not the remotest idea that they were "historical products," "evolved out of former conditions." They believed, no doubt, that they were produced in the usual way, just as other human beings are produced or evolved. In a word, the "modern laborer" is a man, with such organs, mental and physical, as belong to other men. There is nothing peculiar or novel about the "modern laborer." He is endowed with all the faculties which distinguish other men. He has, on the average, as much heart and as much soul, as much conscience, as large a share of all the virtues which adorn and dignify human nature, as any other class of men can lay claim to. He loves his wife and children as well, as devotedly, as a millionaire. He has as noble ambitions, and, relying upon the sublime revelation made by the grand old apostle, Peter, that "God is no respecter of persons," he rightfully claims as close a kinship with Deity as any nabob, priest or potentate can claim. And in addition to this the American idea that "all men are born equal, and are endowed by the Creator with certain (the same) inalienable rights," he becomes a "historical product" to the same extent—no more, no less—than attaches to any other American citizen. It should be understood that according to the Bible, God "planted the garden eastward in Eden"—God set out the trees and shrubbery—was the first horticulturalist, and this done, he commanded Adam to tend the garden. God himself was a laborer, for He "rested from his labors" after He had built the universe, made the sun and the stars and sent them revolving on their shining circuit, and Christ said, "Hitherto My Father worketh, and I work." Furthermore, it is said that Christ was a "carpenter," and Talmage makes the point, that because Christ was a carpenter He is the friend of the laborer. Possibly, therefore, "the modern laborer is the product of history." If so, in God's name, what are those the product of who seek to rob labor of its just share of the wealth it creates. We confess that we are not in sympathy with writers, who begin, by so much as an intimation, that working men, as a class, as men, as citizens, are to be written about—treated as a class separate and distinct from some other class. They are men, in this country, thank God, citizens, wealth producers, society builders, government builders, clothed with high prerogatives which they comprehend. They are not "historical products"—nor have they been evolved out of former conditions any more than any other set of men. Let us be done with this *evolution* business when speaking of laboring men. We are told to "investigate carefully" to find out "what he is" and "what he should be."

Well, what is he? There he stands, look at him. He is as good looking as Vanderbilt or Jay Gould, Bismarck, Czar Alexander, Sultan, Shah, or a "belted Knight," Duke or Lord. He can build an engine, fire it and run it. He can make a watch, a sewing ma-

Digitized by Google

chine, an electric dynamo, a telescope, a ship or a temple. Gods! look at him, the "modern laborer;" he built the bridge spanning East River between New York and Brooklyn, and all the bridges that span river or chasm in all lands. He laid all the electric wires that belt the globe, under the sea and over the land—aye, and he made the wires. Go into all the industrial expositions in all lands, and in amazement behold what he is doing, and then ask, what is the laborer? And if not dazed and overwhelmed by the majesty of what you see, ask, "what he should be?" No, no. Ancient history has precious little to do with the labor problems of the present. Let the dead past bury its dead. We live in the active, living, vital present, and in this country, at least, the laborer is going to take care of himself.

As we write, a continental Brotherhood passes in review before us. Its history does not include a score of years, and yet it has for itself solved a multitude of labor problems, and hewed out for itself a highway of progress, luminous with grand achievements. This Brotherhood, whose lodge fires blaze from ocean to ocean, from far north of America's inland seas to the land of orange, and beyond the Rio Grande, has achieved victories over obstacles which read like romance. They were "modern laborers" may be the "product of history," but one thing is certain they have produced history, splendid history, and the rank and file are laborers still. Does Mr. McNeill desire to know what they are? Well, let him board the trains on the 150,000 miles of railroads in America, Canada and Mexico, and inquire for men who hold *scoop* and *throttle*, and he will learn. What are these men to be? We cannot answer the query. We simply answer they are men, men who know their rights, and knowing dare maintain them — practical, capable men — in charge of interests and subject to responsibilities, which constitute them the peers of any other set of men upon whom the welfare of society devolves. The Brotherhood of Locomotive Firemen is made up of "laborers," working men, profoundly interested in all questions that relate to the public weal. We refer to their capabilities in the aggregate, and we refer to their triumphs over embarrassments, which demonstrate that they are in full accord with the spirit of the age, capable, practical, far seeing and equal to any and to every emergency. The labor literature of the day need have little to do with ancient history, nor need writers throw away their ink, paper and precious time in demonstrating that laborers are the "product of history," nor need they feel any apprehension as to what he is to be. *Facts* and *principles* are the leaders now-a-days, and no amount of plume and paint, engineering or engraving will take their places. Let us have a literature that dignifies labor in proportion as labor blesses the world, and at once a new departure will be inaugurated, alike creditable to books and brains.

SERMONS.

There have been sermons and sermons from "away back," and now we notice that the Chicago, Burlington & Quincy R. R. Company has gone into the sermon business, and the following is quoted as a verbatim copy of a recent effort:

"The servant, man or woman, who begins a negotiation for service by inquiring what privileges are attached to the offered situation, and whose energy is put chiefly in stipulations, reservations, and conditions to 'lessen the burden' of the place will not be found worth the hiring. The clerk whose last place was 'too hard for him' has a poor introduction to a new sphere of duty. There is only one spirit that achieves a great success. The man who seeks only how to make himself most useful, whose aim is to render himself indispensable to his employer, whose whole being is animated with the purpose to fill the largest possible place in the walk assigned to him, has in the exhibition of that spirit the guarantee of success. He commands the situation and shall walk in the light of prosperity all his days. On the other hand, the man who accepts the unwholesome advice of the demagogue and seeks only how little he may do, and how easy he may render his place and not lose his employment altogether, is unfit for service; as soon as there is a su-

Digitized by Google

pernumerary on the list he becomes disengaged as least valuable to his employer. The man who is afraid of doing too much is near of kin to him who seeks to do nothing and was begot in the same family; they are neither of them in the remotest degree a relation to the man whose willingness to do everything possible to his touch places him at the head of the active list."

Any thing in the nature of hypercriticism is usually objectionable, and we think, justly so, but while there is much in the sermon of the C., B. & Q. R. R. Co. that is harmless, we do not regard it altogether orthodox, now that slavery has been abolished and we are living under a new dispensation, when, as Burns would sing it—

"The honest man, though e'er sae poor,
Is king o' men for a' that."

The sermon begins by saying, "The servant, man or woman." We are of the opinion that the term "servant" could have been omitted, as we say of parenthesis, without interfering with the sense of the sentence. It should be understood that servant has for its synonyms "menial," "slave," hence it is objectionable when applied to an employe in this country, and can with eminent propriety be omitted. Employers are not, we take it, in the habit of referring to their employes as "my servants," and since words are the signs of ideas, it is far better to select terms which inspire respect and dignity, when speaking of workingmen, than those which, though no disrespect is intended, have a different influence. We can readily conceive of persons who, when applying for employment, are quite too particular about surroundings, but we deem it prudent, nevertheless, that every employe should know as definitely as practicable what is expected of him in regard to his "sphere of duty," and the "burdens" he is to bear while occupying his "sphere." In his sphere of duty every employe should seek to perform his whole duty, cheerfully. But he should know what is expected, that he may know himself when every obligation has been met, and every duty performed for which he is paid. It has happened thousands of times in the past, is happening now, that troubles have resulted because "stipulations, reservations and conditions" were not understood by employes and employers. So that in fact, those who would be particular in such matters are not necessarily found to be objectionable. A man is a valuable employe who does an honest day's work, and when that is done he has "filled the largest possible place in the walk assigned him." Anything more is outside of the "walk assigned him." We are of the opinion that there should be a recognized standard, tersely stated and easily understood, by which efficiency could be established. We submit that the following from the sermon, and as the preacher would say, "lastly," is too vague: "The man who is afraid of doing too much is near of kin to him who seeks to do nothing, and was begot in the same family; they are neither of them in the remotest degree a relation to the man whose willingness to do everything possible to his touch, places him at the head of the active list." Observe, the man who is "afraid of doing too much." What does that mean? Too much, is more than should be required. It is a vague expression. Possibly it means a man who hesitates to do more than the task assigned him, more than he is paid for doing. Possibly it refers to men who, contracting to work ten hours a day, are not inclined to work ten and a half hours for ten hours pay. At any rate, too much is too much, and no employer should require too much; but be that as it may, the man who is not willing to work too much or too long is no relation of the man who "seeks to do nothing," and in this regard the *sermon* should be revised and corrected for the next edition. The standard by which workingmen should be tried and measured, is that of willingness to do an *honest day's work* for an *honest* day's pay. In doing that, he has his own welfare and that of his employer in full view. It means integrity and fidelity. It is neither too much nor too little, and such men should be at the head, not only of the "active list," but at the head of the confidence of his employer.

Digitized by Google

It is neither less nor more than duty. It is simply fulfilling obligation, and more than that should not be required. The workingman's capital is his health and strength, and he should husband that as the capitalist does his cash—for when that is gone all is gone. In the labor literature of the period, let us understand the meaning of words. The time has come for plain words, for plain sermons. If it was ever thought proper "whosoever shall smite thee on the right cheek turn to him the left also," that time has gone by, and if it ever was the practice that when a man was compelled to work ten hours a day, he should work twenty to be "at the head of the active list," that time has gone by. There is no standard for sneaks and shirks, but for honest men—an honest day's work for an honest day's pay is the standard, and should have universal approval.

THE *Medical Age*, after devoting considerable time to the subject, has unearthed the following, in regard to the fathers of reputed great men. It has ascertained that the father of Demosthenes was a blacksmith; of Euripides, a dealer in vegetables; of Socrates, a mediocre sculptor; of Epicurus, a shepherd; of Virgil, an innkeeper. Columbus was the son of a wool carder; Shakespeare, of a butcher; Luther, of a miner; Cromwell, of a brewer; Sixtus V., of a swineherd; Linnæus, of a poor country minister; Franklin, of a soap boiler; Rousseau, of a watchmaker; and Murat, of an innkeeper. Such spelling-book literature don't amount to much, but when the *Medical Age* makes the father of Shakespeare "a butcher" it exhibits itself before the reading public, as quite incompetent for its self-imposed task and had better stick to pills, squills and the like.

THE DEAR LITTLE WIFE AT HOME.

The dear little wife at home, John,
With ever so much to do—
Stitches to set and babies to pet,
And so many thoughts of you—
The beautiful household fairy,
Filling your heart with light;
Whatever you meet to-day, John,
Go cheerily home to-night.

For though you are worn and weary,
You needn't be cross or curt;
There are words like darts to gentle hearts,
There are looks that wound and hurt.
With the key in the latch at home, John,
Drop troubles out of sight;
To the dear little wife who is waiting
Go cheerily home to-night.

You know she will come to meet you,
A smile on her sunny face,
And your wee little girl, as pure as a pearl,
Will be there in her childish grace;
And the boy, his father's pride, John,
With the eyes so brave and bright;
From the strife and the din, to the peace, John,
Go cheerily home to-night.

What though the tempter try you,
Though the shafts of adverse fate
May whistle near, and the sky be drear,
And the laggard fortune wait;
You are passing rich already,
Let the haunting fears take flight;
With the faith that wins success, John,
Go cheerily home to-night.

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

NO. V.

We shall now take up the consideration of the screws, the sixth of the so-called mechanical powers. The screw is in reality an inclined plane wrapped around a central core, as may readily be seen, if you will take a strip of paper cut in the shape of an inclined plane, and commencing at the wide end, wrap it around a pencil or other round core, you will at once note that as the paper is wound on, the edge descends in a spiral form, and outlines the way the threads of a screw of the same incline would be found. The inclinations determines the number of threads to the inch, as it determines how many times the piece of paper will wrap around its core while the edge of the paper advances in its spiral twist one inch. Hence, we have the terms 8 to the inch, 9 to the inch 10 or 12 to the inch referring to the number of times the threads encircle the centre core in the space of an inch. It also shows us the number of complete revolutions we must make a bolt or stud make, to advance it one inch, or how many turns a nut must make, to take up an inch on a bolt. This fact also gives us figures to base our calculations on the advantage to be gained by the use of the screw.

Take a bolt with an 8 to the inch thread; this of course implies the fact the nut will have to make 8 revolutions to advance one inch. Now, suppose you use a 15 inch wrench on the nut, and apply a force of 50 pounds on the end of the wrench. The end of the wrench with the 50 pounds of power, would travel in a circle 30 inches in diameter, or a little over 94 inches in circumference. This it would have to do 8 times to advance the nut 1 inch. We would thus have 94 inches travelled multiplied by 8 times equals 752 inches; this multiplied by 50 pounds equals 37,600 pounds; the theoretical power of this thread, which in practice however, is not near so great, for screws lose more power through friction, than any of the mechanical powers. The same ratio exists in the screw, that we have shown in the Levers, the distance that the power applied moves multiplied by the power, ever equals the distance the weight is moved multiplied by the weight. Thus take a screw-jack with say 2 threads to the inch, use a 3-foot bar with say 75 pounds power applied to its end. The 75 pounds on the end of a 3-foot bar would travel in a circle about 226 inches in circumference, and would have to make 2 such circles or 432 inches, this multiplied by 75 pounds equals 33,900 pounds as the theoretical power of this jack. It might surprise some to find that the last illustration used does not seem to give as much power as the first; the difference is caused by the threads in the last instance 2 to the inch, in the first 8. This makes a difference of, as 4 to 1, in favor of the first, which, however, is partly overcome by the longer lever used in the latter illustration and the greater power applied.

Enough has probably been said about this subject, for we see the immense concentration of power of the screw, manifested in its various forms, every day and hour of our lives, for it is one of the most common of the mechanical powers to be found on a locomotive, and it would be a task to enumerate the different parts of the locomotive, which come under this head, for every bolt in the frame, every stud in the steam-chest and glands, every screw in the cab, as well as every set-screw in the rods, every patch bolt in the boiler and even the thumb-screws on the throttle levers belong to this class of the mechanical powers.

Having now noted the mechanical powers we will proceed in following articles to notice their application to the locomotive and their combination to produce the varied results required.

MR. EDITOR: In reply to "Vulcan," May number, page 275, I gladly reply to his comments on Worcester's *on* and *through*.

Taking the locomotive drivers for an illustration, suppose the axle and the wheels to be cast together solid, instead of the axle being pressed into the hub, in either case the axle is solid in the hub of the wheel, and when in contact with its *axis, the rail,* it can revolve only upon that or slip, its *center of motion* is an "*imaginary line through* the center of the axle around which particles of matter revolve," while its axis is the rail *on* which it revolves.

Another illustration. Take the ordinary carriage wheel. The box in the hub revolves around the spindle of the axle, the center of the axle being an "*imaginary line* around which the particles of matter in the wheel revolve." If this wheel is off the ground and revolving, then top and bottom of it are moving at the same speed, the weight of the wheel being carried upon the upper half of the axle box. Here you have the axle *through* the hub, its *center* as before stated, its axis *on* the upper half of the axle box. Now put the carriage wheel in contact with the roadway and we have the axle *through* the hub, but the weight is carried on the lower half of the axle box, the whole weight resting on the bottom of the wheel in contact with the roadway. In this condition we have the speed of rotation and translation

Digitized by Google

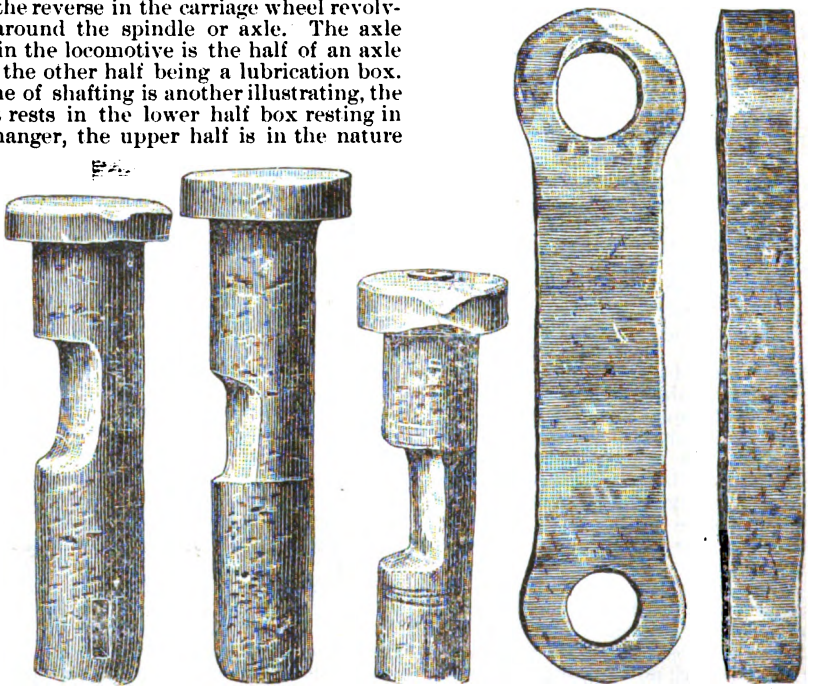
combined, the top of the carriage wheel moving twice as fast as the bottom, and this bottom at rest. It will be seen that the action in this case is similar to that of the same parts in the locomotive, with this difference, the carriage wheel revolves around a spindle in either of the two stated cases, while the locomotive wheel and spindle, or axle, are solid, and in the one case heretofore stated, the axis of motion of the last named, is the load bearing in the cellar box. It would be just the reverse in the carriage wheel revolving around the spindle or axle. The axle box in the locomotive is the half of an axle box, the other half being a lubrication box. A line of shafting is another illustrating, the shaft rests in the lower half box resting in the hanger, the upper half is in the nature of a cap to hold the shaft in place when centrifugal motion overcomes weight.

Will "Vulcan" tell me how something can rest *on* an *imaginary* line *through*, say a locomotive's axle, or the axle of a carriage, or a line of shafting. When he does I shall be that much wiser, and his, and

Very truly yours,

William E. Lockwood.

GLEN LOCK, PA., May 4, 1887.



No. 1. No. 2. No. 3. No. 4. No. 5.

MR. EDITOR—From the May *Magazine*, page 271, I quote, "There is an interesting question relating to another movement, reference to illustrations, figures 2 and 3. It will be seen that the piston in cylinder B is at the backward limit of its stroke, it must reverse its movement, come to a *dead* stop, and move to the forward limit of its stroke and another dead stop."

"These stops occur every twenty-four inches. My next article and its illustrations will refer to a measurement of this disturbance, as shown in absolute practice."

It is in compliance with this promise that this article is written.

Figures 1, 2 and 3 are locomotive pulling or coupling pins, used until condemned by a first-class road in first-class passenger service, and they were brought by me from the scrap heap where they had been thrown. These views are from photographs, the pins being now in my possession. Figs. 4 and 5 are the pulling or coupling bars to which pin 3 was attached, the left hand hole, Fig. 4, showing where pin 3 coupled to the tender. Fig 5 shows the relative thickness, and 4 in addition to the holes, the relative width.

The life time or wear of Figs 3 and 4 only are known, the others, Figs. 1 and 2, are shown to show that this wear is a *universal* disease and not an exceptional one. The service of Figs. 3 and 4 were five thousand, four hundred and forty (5,440) miles in *first-class* passenger service.

No. 3 is of iron two inches in diameter, and is worn 11-16 of an inch, while the pulling bar hole to the left is worn to a corresponding degree.

No doubt all this is so familiar to the Brotherhood, as an every day occurrence, that I need not dwell on it any further here. While it is not claimed that the cause given is the

Digitized by Google

only one responsible for the "wear and tear," yet it is the main factor, and the others are incidental to it. I have a purpose in showing this at this time. As it is in the regular order of the disturbances I am considering, it will prove the more interesting when I come to the remedy.

William E. Lockwood.

GLEN LOCH, May 6th, 1887.

MR. EDITOR:—It seems to me to be a sheer waste of time and space, in your valuable *Magazine*, to try to reach a conclusion on the subject of the "Hammer-blow," introduced into these columns by Mr. Lockwood, and so earnestly advocated by him. Nevertheless, I shall endeavor once more, and perhaps for the last time, to give my ideas upon the subject, based upon a natural love of mechanics and a life-long study of its principles.

I have before stated that so far as the working of the engine is concerned, I see no difference whether the locomotive is jacked up clear of the track, or in contact with it, for if the locomotive is complete and in working order, she will develop just as much power when jacked up as she would if in contact with the rail In the one case, she would move and draw weights behind her; if jacked up and belts were attached to her drivers, she would pull the same weights at the same speed, if the belts were tight enough not to slip. When jacked up each crank has two dead-centres, but I hope that Mr. Lockwood will concede the fact that she has also two strong points, and not one strong and one weak point, as would be inferred by reading his article (page 269, May *Magazine*), where he says that the pin on top quarter is the strong, and the pin on the bottom the weak point. He will certainly admit that these points are equally strong in the stationary engine, and I hold that the simple fact of dropping the wheels into contact with the rail does not in any way affect these points, and that a locomotive is just as strong when working on the bottom half of its revolution as she is on the same relative positions in the top half of its revolution, for the leverage is alike in both places and is not the distance the pin is from the ground, but the distance the pin is from the centre of its axle, which forms the fulcrum of the lever, while the weight resting on the axles and the pull of the train forms the resistance to be overcome by the leverage. As the leverage is exactly the same length in all portions of the stroke, the same power is developed both above and below the centre, but of course right in the centre of the stroke, when the crank is passing its top or bottom quarter, it is stronger than at any other points, for the push or pull of the piston acts almost in direct line with the movement of the pin. If it were possible to prove that the locomotive changed its action when in contact with the rail, and became weak or strong alternately with each revolution, then there might be some show to account for a "hammer-blow," but as such an unequal distribution of power does not exist, it will be a hard matter to force conviction on this point.

Mr. Lockwood says the "hammer-blow" is struck when the counter-balance is at its lowest point. According to Mr. Lockwood's previous statements, which for the once we will admit to be true, the part of the wheel in contact with the rail is at rest, hence it is a matter of surprise to have him now say that the counter-balance strikes a fifteen ton blow just at this time. As the counter-balance, as well as every part of the periphery of a wheel, always approaches this lowest point with a retarded motion, comes to a stop and leaves the rail with an accelerated motion, it is a difficult matter for ordinary minds to perceive where the "blow" comes in. One thing, however, is clear, that no bridge in the country would be standing to-day, if, in addition to the weight of the trains, they were required to sustain fifteen ton "blows," showered upon them indiscriminately and without intermission, day or night.

As to transferring the axis of motion to blocks on which the axles revolve when the engine is jacked up, and then to the rail when dropped into contact, I would say that according to that theory, Mr. Lockwood would have to go lower yet, even to the centre of the earth, to find the real axis around which the locomotive moved, for the locomotive travels around that sure (if it goes far enough), but so far as the wheels are concerned (and that was the subject under consideration), I hold that the axis and the centre of motion are the same, and are to be found in an imaginary line drawn through the centre, around which all their parts revolve. As we differ so greatly on some of these fundamental points, I deem it useless to continue the argument, particularly as I fail to find any reasons given by Mr. Lockwood in support of his unproven statements, and I surmise that the only "wee-wahing" and "hammer-blowing" will be found on badly ballasted and aligned tracks, such as are sometimes found on our western river bottoms, but from which I had supposed the Pennsylvania railroad was entirely exempted.

"Tommy Short" has a good illustration of the pin and wheel question, and it is to be hoped that "Pilot Bar" and others of the opposition will take "Tommy Short's" advice and get the baby carriage (with its necessary adjuncts—a baby and a mother), and they will be fully convinced of its being the right idea.

"Draw-bar" also comes to our help as he has seen it tried, which ought to be convincing proof.

Digitized by Google

"Tender," however, does not agree with us, but we hope that he will when he tries "Tommy Short's" illustration. In regard to my opinion on the relative power of the upper or lower half of the stroke, I would refer him to the first part of this article, where I have endeavored to make this point plain.

C. S. F. differs from us on the pin and wheel query, but gives the same answer about the relative travel of the front and back ends of the main rods that I have before given, although I gave the answer in inches, and C. S. F. gives it in feet and fractions.

Since writing the above the June *Magazine* has come to hand, so I will reply to some of the correspondents in that number, and as Mr. Lockwood's article comes first, I will take up a little more space in a final answer to the "hammer-blow" and then forever hold my peace on that matter. In said article Mr. Lockwood starts out to give authorities for the "hammer-blow" by alluding to certain tests made long ago in France, then gets on the subject of "Locomotive Wheel Sliding" (not a word on the blow in it), and from that to "Shacks on" and "Vibrations of Bridges," and thus gives us as a finishing touch the action of the M. M.'s Convention and the Franklin Institute, in appointing a committee to consider the subject. After having the matter under consideration "over eight months," the committee report that "the work of our committee, though of a seeming simple character, was in a measure problematic, and in a direction that has occasioned much diversity of opinion amongst leading engineers and scientists, many of whom contend that there is no wave force or so-called hammerblow, from imperfect balancing, etc., and some of our master mechanics maintain that their locomotive driving wheels are in perfect balance, etc.," thus proving that there is not such a universal belief in the "hammer-blow" as its adherents would make believe. Then, in order to prove something of which they were in doubt, the committee recommend that a dynamometer be built at an expense of $6,000 to be contributed by some one else (not them). It is very nice to get up fine-spun theories and have some one else spend money to demonstrate them, but when men have full faith in their ideas, they generally show it by their works, and thus proveit to an unbelieving world. I shall not hereafter have any more to say on this subject, until we have some proofs besides assertions.

Next in order we note "Dirigo," but as the subject of running bearings in a vacuum is in practice an impossibility, it is probably unprofitable to take time and space to discuss this matter; it may be well to make a mental note of it, and at some time it may be good to recall the idea and test its value.

Mr. Mason comes next with a query which at first glance seems rather puzzling, but with the editor's note attached it is more readily comprehended, and while it seems at first as if it were hardly possible, yet consideration of the matter will prove that both front steam ports can be open alike at certain points of the stroke and cut-off. Mr. Mason's answer that, "On an engine (locomotive?) with crank-pins on the left side leading the right crank-pins, both forward ports will have an equal opening when the crank-pins are half way between the back centre and the down quarter on the left side," needs some amendments and would then be nearly correct. In order to have the ports open alike at these points the reversed lever must be in the lowest notch, and at a point a little back of that stated by Mr. Mason the ports will be open alike, the one on the left will, however, be on the point of closing, while the right one has just reached its full opening. If the locomotive, however, was run on a less than 13-inch cut-off the ports could never be open alike, for when the one was open the other would already have its quantity of steam and be "cut-off" or closed.

Now in regard to traveling with the pin on part of its stroke, let me say that Mr. Mason is both right and wrong; right in saying that they do travel in the same direction part of the stroke, but wrong when he locates it from the centre of the stroke back. Every one, in the least conversant with valve motion, will say that when a locomotive is on the dead centre, say forward dead centre on right side, the front steam port ought to be open the amount of lead that has been given to the valve. This will prove that the valve has for some time previous to reaching this point been moving back, and after the pin passes the dead centre both will be moving in the same direction for a longer or shorter time, owing altogether to the point of cut-off on which the locomotive may be working. If working on 20 inches, it is fair to say that during the first 10 inches of backward movement of the pin, as shown by the cross-head on the guide, the valve is opening the port wide and thus moving in the same direction. After this, however, the pin still travels in the same direction to the end of its stroke, while the valve is on the return movement in order to close the port and cut-off the steam at the end of the 20 inches. Should the locomotive be working on 10 inches, it will be equally fair to say that the valve will only travel with the pin 5 inches, during the rest of the stroke the valve travels in the opposite direction, and continues to travel that way till the pin has passed to other centre and returned part of the way with it. Hence, I believe Mr. Mason will have to amend his proposition by saying that the pin and valve travel with each other for a longer or shorter period

Digitized by Google

just at the commencement of each stroke.

In answer to "Fireman," let me say that in my experience with injectors, I have found no difficulty from large suction pipes. The main difficulty in working injectors, is generally to be found from a too restricted flow of water, the result of small pipes or valves or foreign matters in the pipes.

"Throttle-Gland" does not feel satisfied that a locomotive would run when the eccentries are on different axles from the main pins, and connecting rods down. I stated that it could be done, if the wheels were of the same size, for if you reflect a moment you will see, that for each revolution of the main driver and back and forth stroke of the piston, an equal size wheel would also make a revolution, and by its eccentries move the valve back and forth once. Care must of course be taken not to slip her, for then they would not work in unison.

"Trunk-Line" asks whether it is possible to admit too much air into the fire-box of a locomotive; evidently meaning above the fire. I have found it highly profitable to myself and the R. R. Co., to admit large quantities of air over the fire, for whenever it was possible to keep steam to the maximum point, "with the door on the latch," it saved me work and saved coal for the company. Of course it is possible to admit too much and thus chill the fire, but the more you can admit and keep steam up with, the better it will be for all concerned.

"B. & O." asks for a definition of a direct or indirect motion engine; the direct motion engine moves the valve without the intervention of a rocker; in direct motion stationary engines the eccentric rod is extended to and forms the valve-stem; and this moves the valve *direct* instead of through the rocker. There are some locomotives also of this kind but they have to have links to shift the gear.

"Pilot-Bar" again defends his position, and thinks I would not deny that the wheels would come toward you, when the pin is on the top quarter, and the rope is pulled. No; I do not wish to deny this, but have said that it did not matter where the pin was, whenever the rope was pulled the wheels would come toward you; the only difference being that the higher up the pin is the easier it will be to move the wheels..

I am really sorry to hear that "Pilot Bar" is so unfortunate as not to have a baby carriage and can only reiterate my advice, "*get one*, with all its adjunets just as soon as possible," and then there will be some hope of convincing "Pilot Bar" of the error of his present ways.

"East Line" has evidently been having lots of fun, for after starting the thing he has taken a back seat, and just looked on and listened to what "the boys" had to say, but I am glad that he has again made his appearance, and accepts the answer that the wheels will roll toward the person pulling the rope as correct. As I surmised from the first "East Line" has another query, but he has put it in a different manner than I expected. He says that when the locomotive is "jacked up," and a rope pulled when the pin is on the bottom, the pin will come to you; also when it is on the top quarter, but not when on the centres, and asks why the loose wheels will come toward you, no matter where the pin may be. The wheels on the rail are in reality a lever, with its fulcrum or point of rest on the rail, and a force applied to them acts on them in the same way that it would on any body that has a small base; it throws them over, but in the case of the wheels the rim keeps presenting a new base all the time so it does not fall but rolls. The wheels jacked up are also levers but have their fulcrums in the centre of the axle, and when the fulcrum, the lever and the power are all in line, and the power acts in a line with them, you loose your leverage and cannot move the wheels. If the person pulling the rope were to change his position, by climbing on the foot-board, he would again be able to move the wheels from either centre, because the power would be applied to the pin on the lever or wheel at right angles to its length, instead of in line with it and hence we have motion.

It is a matter of satisfaction to note the ever increasing interest manifested in this department, and I hope with "Trunk Line" that this will become one of the main features of the *Magazine*, and that by the interchange of views in these pages we may increase our store of knowledge, and elevate ourselves to higher planes of understanding.

Vulcan.

EAST SAGINAW, MICH., April 2, 1887.

MR. EDITOR: I have been an interested reader of the "Mechanical Department" of our *Magazine* for some time, but have never ventured to contribute anything before. I have been much interested in the contributions of Vulcan, Eccentric and others, and have been waiting patiently for Mr. Lockwood to explain the hammer-blow, but as he promises to come directly to the question in our next number, I will await it with becoming patience, and hope it will come to hand on time. I have a little argument to settle through our "Mechanical Department," if possible. Speaking about section pumps with a friend, we were talking about the amount of force necessary to draw water a certain distance. I claimed that it took no force whatever to draw the water to the level of the pump, the force was all applied to exhaust the air in the cylinder of the pump and the pipe leading to the well, and the water then rushed into them of its own volition, but in raising it

Digitized by Google

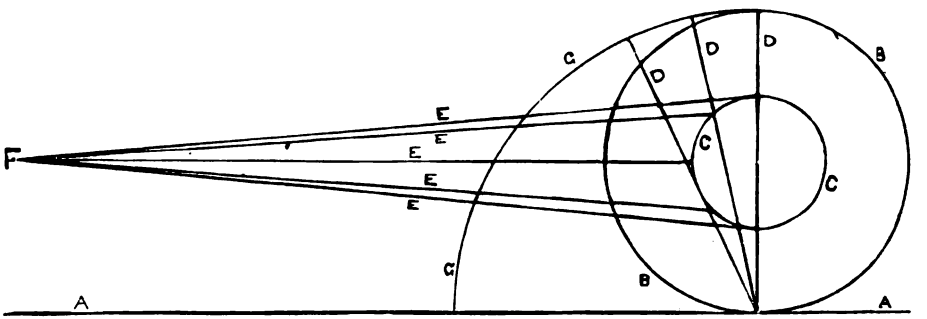
past the level of the pump then force was necessary, as we have both the weight of the water and atmospheric pressure to contend with. My friend claimed that there was a force exerted greater than just what was necessary to create a vacuum to draw the water from the well to the pump. And also speaking about vacuum brakes I said that all the power that was applied to the brakes was merely what came from the atmospheric pressure on the outside of the diaphragm when the air was exhausted or vacuum created inside. My friend says there is a much greater force than this exerted on the brake, but does not explain to my satisfaction what it is, or where it comes Will some contributor please explain these two points, and oblige,

Yours, fraternally,
Vacuum.

MARQUETTE, MICH., May 7, 1887.

MR. EDITOR:—In reply to the communication of "A. N.," page 272, May number, in reference to the correctness of the statement made in my communication which appeared in the July number, 1886, I would say that as I was not an employe at the time, I received my information from men who were on the road at the time the accident occurred and whose veracity I had no reason to doubt. My object in taking notice of the case was that in the light in which it was presented to me, I was of the opinion that an injustice had been done, and hence I sought information through the *Magazine*. But, as "A. N." has disputed the accurracy of my statement, will some of the parties interested decide the question?

A Member.



NEW YORK, May 27, 1887.

Editor Locomotive Firemen's Magazine:

Please allow me to try to explain the cause of the apparently anamolous motion of the wheel when pulled by a rope attached to crank-pin. Any one can satisfy himself on the point by taking a common thread spool and sticking a pin in the end anywhere between the center and circumference, then attach a string to the pin and pull. He will find, as the school said boy, "'tis as it is, and can't be any 'tisser."

Allow me to give a diagram on the subject, *aa* is base line, *bb* and *cc* are circles representing circumference of wheel and circle of each crank; *ddd* is a stick resting on base line and standing at different vertical angles with it. Points on *c* cut by *d* represent positions of crank-pin; *eee* are strings attached to the stick at the points on *c*, bisected by *d* and leading to *f*, a point level with centers of *b* and *c*. Now pull on any one of the strings *e* at the point *f*, and the top of *d* will incline towards *f*, and describe the arc *g* and impart a rolling motion in same direction to circle *b*.

When power is applied to the crank-pin from any point on the engine, as for example the piston, then the axle of the wheel is the fulcrum; but when the power comes from any other point, say the ground or another engine, then the circumference of the wheel where it is in contact with the rail is the fulcurm.

E. J. Rauch,
Road Foreman of Engines,
Man. Elevated Railway.

NASHVILLE, TENN., May 10, 1887.

MR. EDITOR. A in no wise gentle thump from a reverse lever, which the latch failed to hold, caused me to wish most devoutly that this characteristic of a locomotive did not exist, but that on the contrary it were possible to reverse and hold an engine with a less amount of strength. The cause of this decidedly disagreeable trait in an engine I have not heard explained, and I would like to have some one explain what forces are applied, and in what manner they act upon the valve gear of an engine so as to cause the reverse lever to fly ahead upon being released from the quadrant, when running reversed.

E. P. B.

Digitized by Google

Locomotive Boilers.

MR. EDITOR:—Years of experience in the designing and construction of locomotive boilers have demonstrated that there are none more durable than those made here in America, which are pretty much of the same type, yet when they are put on to the frames ready for use they will not bear to be handled one as another.

For instance, we take two locomotives of different manufacture. In No. 1 we find a flat crown sheet, lower, or parallel with the line of flues, with a four-inch water space all around the sides and on top of the crown-sheet; the latter being accomplished by placing the lower gauge-cock four inches above with about as many flues as the flue-sheet can accommodate, with the steam-dome placed directly over the center of the crown-sheet, from which the steam is drawn for cylinders, injectors, whistle, blower, pops, etc. In No. 2 boiler we find as usual the fire-box with four-inch water space on all sides, except the crown-sheet, which is put in on an incline of about one-half inch to the foot, with the steam-dome directly over the highest part of the crown-sheet. Now, with a fire-box seven feet long, a crown-sheet of this length will have a rise from boiler-head to flue-sheet of about three and one-half inches, the lower gauge-cock in this case being six inches above crown-sheet next to boiler-head would leave but two and one-half inches of water covering crown-sheet at opposite end next to the flue-sheet.

From the experience of all locomotive boiler builders and repairers, it has been found that any space less than four inches around a fire-box for water, is considered insufficient, which brings about imperfect circulation and causes ruptured plates, or shortens the life of the side-sheets.

We have learned from the above that the side sheets should require at least four inches of water, and we may therefore conclude that the crown sheet, which is of course subjected to a greater amount of heat, should be at least submerged with as much water as the side sheets. Admitting the above theory, in boiler No. 2 it would not be practicable to run on less than two flush gauges of water, while with boiler No. 1 two gauges would be a surplus for a time, in case of a little shortage of steam, and would be safe under a heavy draw of steam with one gauge of water, while one gauge in No. 2 boiler would be insufficient water, and the result as before stated. With less than four inches of water you have ruptured or bagged crown sheets; saying nothing of the dome being placed directly over the highest point of the crown sheet, where under all circumstances the fire is the hottest, the least water and the draw of steam the greatest, which all tend to raise the water and leave the sheet directly under the dome exposed, and hence excessive heating at this point. To this end we might consider inclined crown sheets detrimental, except there be allowed one more row of flues in a given boiler.

Taking the above as an example, let an engineer be ever so careful and skilled he will never know of this variation in locomotive boiler gauge cocks, and no one else will, unless it be the designer or builder, as the measurements are ascertained by a spirit level, straight edge and foot rule, and can be arrived at only by getting into the fire box, commencing next the flue sheet, working back and out of the furnace door and upwards to the first gauge cock, assuming the thickness of the crown sheet plates Now, this is not a locomotive engineer's business, as during his services as fireman he is taught, or his knowledge comes from the experience of his superiors, who teach him that under different circumstances he must carry the water in the boiler at different heights, varying from one gauge to the top one, and by so doing he gains many points which lead him to be known as "a good engineer."

Builders and superintendents of motive power should always regulate the matter of gauge cocks in a steam boiler to a standard, the same as a railway gauge, and this point "standard" is the cry in all departments.

Poly.

NEW YORK, June 1, 1887.

MR. EDITOR:—In this month's number of your *Magazine* "B. & O." asks some one of your contributors to tell him the difference between a direct and indirect engine. I presume he refers to the valve motion.

Two years ago such a question, coming from a locomotive fireman or engineer, would have been, to me, a surprise. Experience during that time has shown me that many men who have fired four, five and even six years were ignorant on that point, and on many others equally as simple; men who could not tell what the rock shaft was for, and whose idea of an engine blowing was the leakage of a badly packed piston or valve stem gland; and so on, *ad infinitum*, *ad nauseam*. And such men wanted to be made engineers and be placed in charge of a machine worth thousands of dollars, and also of the lives of passengers who might be so unfortunate as to ride behind them. And worse than this, the claims for advancement of such ignoramuses were urged by engineers who thought themselves aggrieved when they were not listened to. I will not attempt to answer "B. & O.," but rather try to put him, and others, in a position that will enable all to find out for themselves. There are scores and even hundreds of firemen who can answer intelligently all questions appertaining to the steam engine, and no doubt some of those will give the information sought.

Digitized by Google

With your permission I will offer some suggestions to firemen. I will say to them: make your business your study. Don't be content to be a mere "stopper and starter." Learn the *science* of your adopted profession; learn what steam is, its power, and how produced; what fuel is; what combustion is, and how brought about; what amount of heat produced by combustion is utilized, and how much is lost, and from what causes; how much water, in pounds, a pound of any kind of fuel will convert into steam; what natural law is brought into use by the exhaust steam of an engine to produce a better combustion of fuel; why in one kind of engine the throw of the eccentric follows the crank-pin, and in another precedes it; whether the eccentric stands at a right angle with the crank-pin or not, and why; why a lifting link increases the valve lead, and a stationary one does not; if this is so, what portion of the link's motion comes from the eccentric in action, what from the other one, and how much from both. What is meant by the lap of a valve—if it is, or is not, a benefit, and how it operates; what valve lead is, and the advantage, if any, arising from it; why it is not safe, and hardly practicable, to run or tow an engine with side rods off on one side; and a "thousand and one" points belonging to the occupation of a locomotive engineer, and without a thorough knowledge of which no man should be allowed to fill it. Who would think of making a man captain of a ship simply because he had served a term of years as ship's cook, and who could not "knot," "splice," "reef," "hand" and "steer"?

In addition to this pick up all the education of a literary character that you can, become as good a penman as possible, learn to figure and to read well, then you will be able to tell the pressure in pounds or tons on your piston at a given boiler pressure, (allowing for loss from friction and condensation between throttle and cylinder); you won't be in the position of an M. M. and engineer who told me that two 3 inch nozzles were larger than one 5¼. I thought they were slack in arithmetic. Get some good, plain work on natural philosophy, and *study it;* get a good book on steam and the steam engine and *study that.* Some men express a contempt for "book learning." Where did they learn their A B C's, if they know them at all? Get the books, boys—get the books and study them, and what you don't know ask about. A great philosopher was asked how he learned so much and replied: "By never being ashamed to ask questions on any subject upon which I was ignorant, nor from any person who I thought could give me the information." B. & O. has done the same thing, and deserves credit for it.

The day is fast approaching when popular demand, and perhaps legislative enactments, together with policy, will compel railroad companies to select none but practical men for all their official positions in management. The firemen of to-day will be the M. M.s, superintendents and general managers of the future. All firemen cannot reach these positions, nor can all qualify for them, *but many can.* Is this not a goal worth struggling for? Will it not be pleasant if after a few years' service as engineer you are offered a good promotion and are able to fill it. Think of the contrary.

E. J. Rauch,
Manhattan Elevated Railway.

MR. EDITOR;—Thanks "Sandy" for your answer to my inquiry, and also your good natured suggestion that, "Any other questions you may wish to ask in regard to the matter will be cheerfully answered." I will avail myself of several for when a continuous run like that is made of "one hundred and seven (107) miles in ninety-three (93) minutes," or an average speed of fifty-two and sixteen sixtieth, (52 16-60) seconds to the mile, or sixty-eight and forty-three forty-ninth (68 43-49) miles per hour full particulars are interesting.

First, What grade if any, and was the engine running with or against the grade? What amount of curvature if any? What were the conditions in these respects for the fastest mile, say at "Wordslee?" What What kind of weather was it? What kind of road-bed bridges if any; kind and rule as to speed in running over them.

Second, What amount of *counter-balance* in pounds was there in the front drivers, and also in the rear drivers, of Locomotive No. 416? What is the rule in the Canada Southern shops for counter-balancing *one* front and *one* rear driver?

Are we to infer from the name "Sandy" that he has "Magenta colored" hair, if so the writer may be *Eccentric.*

LOUISIANA, MO., May 10, 1887.

MR. EDITOR: As I have been greatly interested in the mechanical department of the *Magazine,* I thought I would take the liberty of asking the firemen a question through its columns.

Why does a locomotive slip more in backing up than in going ahead? It is to be understood that no sand is to be used either way. *Coal Heaver.*

MR. EDITOR.—From long service the eccentrics of a locomotive valve gear become flat, or out of round, suppose we take them off, and turn up their faces which causes them to be one-eighth of an inch less in diameter, and fitting new straps to them, what will be the effect on the throw and travel of the valves? *Poly.*

Digitized by Google

EAST SAGINAW, MICH., May 30, 1887.

MR. EDITOR:—Mr. Lockwood commences his paper in the June *Magazine* with a reference to the White River Junction (Vt.) and Bussey Bridge (on Boston & Providence R. R.) accidents. He does not quote the reports of the scientific men that were employed to examine into the causes of these accidents, but assumes at once that they were caused by a hammer blow struck by locomotive drivers. Now I do not remember just what the report in regard to the causes of the White River Junction accident was, but this much I do know, the engineer in charge of that train swore that he had "reduced speed to eight miles per hour at the time his engine struck the bridge." He also swore that it was always customary to run over that bridge at a speed not to exceed eight miles per hour. Now we will take Mr. Lockwood's own authority, which I quoted in June *Magazine*, showing the blow struck by a certain class of engines at a speed of sixty miles per hour. "It is needless to add that for other speeds this will increase or decrease with the squares of the speed." I do not know, of course, the dimensions of the engines that run over this bridge but will assume for the sake of argument that they are the same as class B of the Pennsylvania Railroad. This being the case, it requires no very intricate calculation to show that at eight miles per hour the blow would amount to practically nothing and if the bridge went down owing to this cause alone, it was never fit to run a train over and it was criminal carelessness to ever put up such a bridge for railway traffic. In regard to the Bussey Bridge, eminent men swore before the railway commission that "the bridge was faulty both in design and construction and owing to its peculiar construction was weakened just where it should be strengthened and was at no time fit to run trains over." Did anybody ever know of a wooden bridge going down without a moment's warning? I do not think so. Wooden bridges always show decay of their parts and enable Bridge Superintendents to replace old timbers with new. Now in iron or steel bridges there is always decay produced by vibrations which is not apparent. Every train which goes over an iron bridge produces vibrations which cause a disturbance in the molecules of that body, destroying cohesion to a certain extent; this goes on from day to day, the ultimate strength of the structure growing less while the bridge is apparently as strong as ever, until finally the ultimate strength of the bridge becomes less than what its proof strength was when first erected, and away it goes under a comparatively light load and no one can see what caused such a magnificent and apparently absolutely safe structure to fall. Then along comes some one and says this is due entirely to the hammer-blow struck by locomotive drivers on the bridge. He may admit that it is due in part to crystallization, but it is only a fractional part, the principal part is due to the hammer-blow. Why is it we never heard of a hammer-blow before we commenced to use iron bridges? Now I think if all this theory about hammer-blow was merged into some practical method of determining the ultimate strength of iron bridges and brought to the notice of the railroad commissioner of every state in the Union, the railroads as well as the general public would be the gainers. I have a theory in regard to broken rails, but as this paper is already too long, I will save it.

Will some of your cerrespondents give me a little information about vacuum brakes? I want to know how much pressure can be applied to a vacuum brake. I had a little argument about this subject. I contend that in no case can a vacuum be produced greater than the atmospheric pressure and this is all that is applied to the brakes, but I cannot understand why vacuum gauges are graded up to thirty pounds. Can any one tell me? I would say to firemen that in my opinion the discharge pipe to an injector should be smaller than the feed pipe. If "Trunk Line" leaves his door open too long after putting in a fire he will readily see that it is possible to admit too much air to the fire-box. Combustion occurs in the flues when the engine is working, as she then forces air into the flues along with the gases and whereever the oxygen in the air comes in contact with these gases at a high temperature, combustion must take place. Feeling confident that our Mechanical Department can be made of vast benefit to our members, I am Yours Fraternally,

Vacuum.

MR. E. J. RAUCH, Road Foreman of Engines of the Elevated Railways of New York, whose contributions will be found elsewhere, will be heard from in our columns in the future as often as his time will permit. Mr. Rauch is eminently qualified to discuss mechanical topics, and we bespeak for his contributions the careful consideration of our readers, and more particularly the members of our Order who are ambitious to become competent engineers.

A MOTOR has been patented by Mr. Bartholomew McCabe, of Buffalo, N. Y. The object of this invention is to provide simple and efficient mechanism for converting reciprocating into rotary motion, in machines driven by treadles, as well as steam engines, a shaft with rachet wheel and loose pulleys carrying pawls to engage the rachet wheel, and cords or cables connected with reciprocating mechanism extending around the loose pulleys, with other novel features.

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

THREE WOMEN.

I had the pleasure last week of attending a convention of the Indiana Woman Suffrage Association, at Indianapolis, and it has occurred to me that a little description of two or three of the leaders in this movement for equal rights might be of interest to our readers.

First, perhaps, may be placed Mrs. Helen Mar Gougar, who, at this time, is prominently before the public on account of her brilliant leadership in the memorable woman suffrage campaign just closed in Kansas. Mrs. Gougar is the wife of the well-known attorney of Lafayette, Ind., who enjoys a large and lucrative practice and is in full sympathy with his wife's opinions and labors. They have one of the handsomest homes in the city, which, during Mrs. Gougar's absences, is presided over by her husband's mother. They have no children, but have brought up four sisters. Mrs. Gougar is a handsome woman, apparently on the sunny side of forty, of fine figure and commanding presence. Her hair, which was originally blonde, is white as snow and is worn coiled high at the back and clustering in short, fluffy curls around her temples and forehead. It is said that this premature whitening of the hair was caused by the terrible mental strain of a few years ago, when she called upon the strong arm of the law to defend her character, and came off victorious. Her face also bears some fine lines of anxiety although her complexion is fresh and rosy. Her eyes are blue, clear and sparkling. She dresses elegantly and is in the furthest degree removed from the old type of the "strong-minded woman." Her voice is full and ringing, she is bright at repartee, strong in argument, has a perfect command of language and is a born debater. She is naturally aggressive and combative; if she were a man we would say she is a "good fighter." She is quick to throw down the gauntlet or to take it up. She believes the Irish are oppressed, therefore she made a trip to Ireland to investigate their wrongs. She considers that women are defrauded of their rights and therefore she has gone into battle to obtain them. She is firmly of the opinion that intemperance is at the bottom of most of the evil in this world, therefore she is a most bitter and unrelenting foe to the liquor traffic. She is probably the best woman organizer in the country. She possesses all the elements that go to make up a successful politician. Perhaps no other woman could have gone into Kansas and in ten days revolutionized the politics of the largest city in the state.

As a natural consequence such a character makes many enemies. Perhaps there is no one person in the country so hated by the whisky element. She has fought them with all her power, and every attack upon her reputation, every persecution she has been subjected to, may be traced directly to the Liquor League. Nor are they satisfied with attacking the woman only, but the cause she represents is also made to know their power and animosity. It would excite a feeling of profound astonishment if the people could understand that almost without a single exception the slanderous accounts of the effects of woman suffrage in Kansas, which have been telegraphed broadcast over the land, have been written and paid for by this same Liquor League. And yet such is the case. It can be proved beyond a doubt that every one of the descriptions, editorial and correspondence, in regard to the evil effects of woman's voting at municipal elections in Kansas, was paid for, line by line, with money furnished by the Liquor Dealer's Associations. They see the handwriting on the wall. They know that when the women of this country have the power of the ballot, their doom is pronounced. Whenever there is a prospect of woman suffrage in any state or territory, there the whisky traffic will mass its forces and pour out its ill-gotten gains to defeat the only power on earth that will ever be able to bring it under subjection.

Another woman in whom the state of Indiana takes great pride, is Mrs. May Wright Sewall, a woman different in many respects from Mrs. Gougar, and yet equally strong in her way. Mrs. Sewall is the wife of Dr. Theodore L. Sewall, of Indianapolis, a graduate of Harvard and principal of the "Boys' Classical School," of Indiana. They have a most beautiful and perfectly-ordered home and afford an enviable example of a happy and congenial marriage. They have a marked similarity of tastes and each seems to enter into the sentiments and ambitions of the other and offer all possible help and encouragement. In years Mrs. Sewall is too young to enter the domain of the middle-aged, and yet she has accomplished more work than most women are able to perform in a lifetime. In person she is of medium height, graceful figure, brown hair, dark blue-gray eyes with black lashes, and an oval face with a charming dimple in her chin that dissipates the very last vestige of all your traditional ideas of the typical "equal rights woman." She dresses handsomely and becomingly, with a little leaning towards Mrs. Jenness Miller's "dress-reform" where it does not interfere with the beauty of a costume. She is particularly distinguished for

Digitized by Google

her social graces, and her lunches, receptions, "conversations," etc., are models of elegance and good taste.

Mrs. Sewall has no children, but her life has been spent in educating and training children, especially girls. She is best known to the country at large as an advocate of higher education and has been invited to lecture on this subject in many eastern cities and before large educational bodies. For many years she dreamed of an ideal school for girls and five or six years ago she was enabled to put her long-cherished plans into practice. She founded the "Girls' Classical School," which numbers over one hundred and fifty pupils. It retains the good and rejects the bad features of the many institutions of learning for girls and is as unique as it is admirable. The course of study might be called severe; it prepares girls for the Harvard examinations for women, thus insuring their admission into all colleges. Such is the recognition already secured by the school that Vassar, Smith and Wellesley admit its graduates without examination. To girls who do not intend to go through college the school gives a complete and symmetrical education. The pupils are kept in excellent physical condition to do their work by an admirable training in a well-equipped gymnasium, which is maintained throughout the entire course. Apart from the school building is the large and beautiful residence for pupils from abroad. As a lovely home for girls, where they may be not only carefully educated but also beautifully trained, this is without a superior. Mrs. Sewall has remarkable executive ability and by her thoroughly systematic methods is able to do an amount of work that would be simply appalling to an ordinary woman. She is an earnest and enthusiastic believer in equal suffrage but may be said to represent the conservative element of its supporters, conservative not in opinion but in action. Her speeches are calm, clear, logical and forcible, calculated to convince but not to offend. Hers is such an advocacy, indeed, as gives dignity and support to a cause, disarms criticism and, while it may not convert the enemies, it holds fast the friends and strengthens their faith.

As a guest of the convention was Miss Susan B. Anthony, whose home is in Rochester, N. Y., but who spends a large portion of time with her distinguished brothers in Kansas. So wide-spread and unselfish have been her labors that it hardly seems proper she should be claimed exclusively by any one state. Miss Anthony belongs to a family celebrated for its broad liberality of spirit and courageous defence of the rights of humanity. In person she is tall and not overburdened with flesh, although by no means as thin and angular as she is often facetiously represented. Her hair is gray and worn smoothly combed back from an intellectual brow and coiled on the back of her head. Her features are rather prominent and indicate great strength of character, the mouth being especially firm. There is nothing sharp or disagreeable in her countenance but on the contrary her expression is full of kindness and philanthropy. She dresses handsomely in black silk or satin, fashionably made, with lace in the neck and sleeves and a gold watch and chain at the belt. She is of a most modest and retiring disposition which all the long years of public speaking have not been able to overcome.

Miss Anthony is about sixty-five years old and forty of these have been spent in an endeavor to obtain for women equal rights with male citizens of the United States. She has had no personal ambition to serve, no expectation of pecuniary or honorary reward but has simply battled for one phase of human rights, just as the abolitionists fought for another in the extermination of slavery. At the present day it requires no courage to advocate equal suffrage, in fact it demands rather more assurance to argue against it, but in the early days, when Miss Anthony was one of the few defenders of this then monstrous and obnoxious idea, it meant social ostracism, reviling and persecution.

A number of times she was mobbed for speaking in favor not of suffrage for women but simply of allowing them the same opportunities of making a living that were offered to men. A generation hence, when women enjoy the same rights as men and the fact excites no comment, it will seem almost incredible that this modest, dignified, well-educated, tax-paying, law-abiding woman, and many others like her, should have had to labor for half a century to obtain a right which is conferred freely upon paupers, drunkards, anarchists, ignorant foreigners and criminals just discharged from the penitentiary. The rank injustice of the past century is beginning to dawn upon the more enlightened present and the brave pioneers, while they cannot hope to enjoy for very long the fruits of their labors, may die with the proud consciousness of having made this republic in fact what it has always been in name, a country governed by the whole people.

Miss Anthony's attention was first called to the injustice done to women in her early girlhood, when, as a delegate to the Grand Lodge of Good Templars, she was informed that "women were expected to come there and listen and not to speak," and she headed a delegation who arose and left the hall. Her first speech was made at a state convention of school teachers held in New York. The two hundred men teachers were seated in front and the one thousand women teachers were ranged back of them. During

Digitized by Google

all the deliberations not a woman's voice was heard. Toward the close of the convention a prominent teacher of the male persuasion made an address complaining bitterly of the contemptuous manner in which men, as teachers, were treated. He said preachers and lawyers and doctors received every honor but teachers were made a conspicious exception. When he had finished, Miss Anthony, then twenty-two years old, arose in the back part of the hall and said that as "all these other professions excluded women and teaching was considered to be the only one of which she was fit to become a member, it would naturally lower the standard!" The audience were completely stunned. Two gentlemen came up and congratulated her, but as the women filed out they were unanimous in pronouncing her "a bold, forward thing." This ingratitude and unappreciation is a peculiarity which clings to the weaker-minded creatures of this sex even to the present day.

Miss Anthony's face has something in it which reminds one of Abraham Lincoln's, the same strong, rugged features, softened by lines of weariness and care and spiritualized by an expression of infinite sadness. What Lincoln was to the Republican party in the hour of its great struggle, Susan B. Anthony has been to woman in the long contest for right and justice. Her services may not be understood or recognized at the present time but the day will come when the women of this nation will erect a monument to her memory.

DID any of our readers vote in Kansas at the last election? If so, let us have your experience and observation. We will publish just as many of such communications as we may receive.

RETURN.

To Woman's Department.

Sometime thou wilt come back to me,
For love like ours hath been no myth,
Sometime I shall forgiven be—
Sometime receive the heart-felt kiss
That speaks of peace and pardon, too,
For one who erred through love for thee—
Oh! darling, speak those loving works—
Oh! say thou wilt return to me.

Say that thy love for me is true
As in those days when first we met,
When all the world seemed bright with joy—
Ah! darling, canst thou e'er forget?
For love had come to fill our hearts
With peace and joy and happy dreams,
It cast a halo round our path—
Enwrapt us in its golden beams.

Faint not, sad heart! tho gathering gloom
Enshrouds thee in its mantle drear,
The sun will shine again for thee,
The lowering clouds will disappear;
And happiness once more will be
Enthroned, where sorrow now holds sway—
Then, darling, hasten thy return,
Forgive, forget, I pray.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., April 27, 1887.

VILLISCA, April 28, 1887.

To Woman's Department.

Noticing in the "Woman's Department" of your *Magazine* requests for information on the subject of putting up lunches, I will offer a few suggestions which may prove of benefit to those who have had less experience than I in filling the lunch pail.

I put in biscuit buttered while hot and cold boiled ham or chicken (I agree with "More Lunch Mary" in saying that fried meat becomes too dry and hard), a glass of nicely baked beans, and sometimes a glass of custard. If I am going to put up a lunch after breakfast I mix the custard in a can and set it in hot water and it will cook while I am preparing breakfast; custard cooked in this way will be more firm than if baked in the oven.

I never send cookies. My husband prefers layer cake or jelly roll. I make a cake of alternate rows of white and yellow. In the yellow part I put raisins and jelly between the layers. This kind of cake keeps quite moist. When there is room, a glass of some kind of canned fruit, and now that mince pie season is over peach or lemon pie is good. A few pickles, some cheese and a couple of hard boiled eggs. I see that the coffee can is thoroughly scalded and the coffee or tea I put in it is good. That is the principal part of the lunch, I think. And last, but not least, do not forget a spoon.

I remember the first lunch I put up. When my husband come in on his return trip I found in the pail a spoon neatly whittled from a piece of pine, which was a gentle reminder of what I had forgetten.

Hoping some more of the firemen's wives will respond if this should appear in print,

"Puggie."

[This lunch would be good enough for a king.—ED.]

MCPHERSON, CAL., April 25, 1887.

To Woman's Department.

Last August I wrote a short letter to the *Magazine* from Albina, Oregon, and as I did not receive any *Magazine* after September I thought my note had been consigned to your waste basket. But a great change has happened to me since then. When I wrote it I was a wife of a month, with a fond and loving husband, a hearty young fireman, a member of your noble order. In October last the hand of God intervened, and Death, that grim monster, parted us. He was a member of Tacoma Lodge 192, and to the boys that remain I return my heart-felt thanks for their kindness to me in my sad bereavement. Also through your *Magazine* I wish to thank Mr. H. H. Warner, M. M. of the P. P. R. R., Tacoma Division, for his kindness. I have moved to Southern California (am living with my husband's parents), but if there is ever anything that I can do for the Tacoma Lodge boys and the Brotherhood in general I will be pleased indeed to do it.

I still continue to take the *Magazine* as before, as I could not do without it. Hoping my letter will not get within a mile of the waste basket, and wishing the Brotherhood grand success, I remain

Yours respectfully,

Mrs. Annie Taylor.

Digitized by Google

ASHLEY, April 9, 1887.

To Woman's Department.

I have been patiently waiting to hear from Golden Link Lodge, No. 250. When we get the *Magazine* it is the first thing I look for, but I am always disappointed at not seeing the slightest evidence of their existence, so I thought I would tell what I know of the boys. Their Order is in an excellent condition. They meet 1st and 3d Sunday of every month at Mechanic's Hall, Wilkesbarre. Here are the names of all the Ashley members: Ben Roberts, J. Rufh, E. Butz, B. Thomas, F. O'Donnel, E. Riley, C. Vanwhy, E. C. Cole, H. O'Connell. They are all true Brotherhood men, who never miss a meeting if they do walk three miles to get there. Of course there are a great many other members whom I do not know, living in other parts. The boys had a grand ball in November, and never was their hall more beautifully decorated. Much credit is due to Mrs. W. Kramer for the beautiful wreaths and paper flowers which she presented for the occasion. Veronica, of Albany, I sympathize with you, for I am in the same boat. Won't some one help us out? If some of our sisters would start to send patterns of lace I would gladly help. I have some very nice ones, but do not know whether space would be allowed. This is my first attempt, if I do not find a safe place in the waste basket I will try again. *Cora Lee.*

[All the space possible will be granted for whatever feature of the Woman's Department the ladies think will be interesting.—ED.]

CHICAGO, April 29, 1887.

To Woman's Department.

I feel encouraged to write again because Mrs. Harper has referred my letter about "Husband's Lunch" to our readers, but this time about how I try to train my children. I have three little ones to guide and guard, and if I have wrong ideas please tell me so.

Parents must be careful to show their children a good example, for little eyes and ears are quick to see and hear.

Mamma must make her little ones mind her, and her words their law. Never correct them by saying "Wait, I'll tell papa when he comes." You are liable to forget all about it in a few hours, and in that way they learn to doubt your words.

I don't believe in whipping, it is no great benefit; it makes me mad to see mother going about her work with a big strap caught in the band of her apron. Her children don't care about herself and will not mind her unless they see the strap, so you see it's better to talk to them than to whip. When you order them to do anything, watch and see that they obey you.

Teach them to be kind and loving and never let them quarrel or strike each other. Buy them playthings and let them play in some certain room, not all over the house. At night teach the oldest to pick them all off the floor in a large box and push it in a corner. Teach them manners when you are alone, not when company comes.

Never let them stay up later than eight o'clock at night, early even when you have visitors. If they are let remain up they will start crying or fall asleep with their clothes on and then there is general uproar to get them to bed.

Husband just been called to go out with some extra freight train, and that makes me think I must pack some lunch. *Mary.*

DICKINSON, D. T., April 11, 1887.

To Woman's Department.

If you will kindly allow me a small space in your valuable *Magazine*, I will with pleasure write a few lines for the members of Onward Lodge, No. 41. I attended their third annual ball given last Thanksgiving night. Although the hall was crowded to excess, I could not help but notice how gentlemanly their appearance, and they acted as if they were quite competent to entertain the President of the United States if he came along. I can honestly say that they are a set of boys that any association might feel proud of. I know quite a number of the a personally. First comes Frank Wasbeck. He was the first one I got acquainted with here, therefore is considered an old friend. Next Joe Taylor, who at one time was Master of this Lodge, but recently moved further east. Those who have been acquainted with him know what a lovely cornet player he is. Then comes Clarence Allan, our bold young engineer. He is also musical, but his favorite instrument is the big bass viol. Elmer Hagan comes next on the list. He is his widowed mother's mainstay and comfort which I think speaks volumes for him. Others I have met, but do not know them intimately, however I never hear a word to their discredit. All are sober, industrious, young men who conscientiously live up to the teachings of your noble Brotherhood. I am an interested reader of your *Magazine* and would like to contribute occasionally to its columns with your kind permission. With very best wishes, I am yours very truly,

A. B. M.

[We will be very glad to hear from you again.—ED.]

TILTON, ILL., April 12, 1887.

Woman's Department.

Is there no one to say a word of praise or encouragement for the boys of No. 63. I have been a reader of your *Magazine* nearly three years and in all that time, have never seen one word from 63. No. 63 is full of active brothers taken from the Wabash, C, & E. I., and C. V. & C., my hubby being one of the boys. The officers at present are Bro. M. Brown, Master, Bro. S. Smith, secretary, and Bro. J. Myers, receiver. They are they right men in the right place. The members of No. 63 have just received a new set of regalias of which they feel proud. Hoping my first may not reach the waste basket I will close with best wishes to all and success to the Brotherhood.

I am yours most truly a brother's

Better Half.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.
Subscriptions must begin with the January, April, July or October number and expire with the year.
Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.
Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.
Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JULY, 1887.

Charity.

MR. EDITOR: What is charity as practiced by a large number of secret societies? What is charity as defined by standard lexicographers? Charity signifies a number of virtues, all of which when found in active operation adorn their possessor. The synonyms of "charity," are "love," "benevolence," "good will," "affection," "tenderness," "liberality," "indulgence," "alms-giving," and therefore, I am of the opinion that much that is called "charity" in secret societies, is "mock charity," as for instance, suppose "Bro. A" gets sick, some few of the members of the society will sit up with him until he is out of danger, and that ends their charity. They seem to think they have done all that is required of them. That is charity in one sense of the word, but the question arises: Should a brother's charity end at this point? The sick brother having been nursed by members of his lodge until able to be about, but still unable to resume work, as a consequence of sickness. Suppose he gets out of money, and contracts debts as a means of living? If he has a wife and children to take care of the case becomes more aggravated. Having no money, being unable to resume work and in debt, his dues to the lodge remain unpaid, and as a result he is expelled. The point I make is that Brotherhood charity should not end with seeing a brother convalescent. It should take cognizance of conditions. It should not be content with seeing the brother able to be about. It should take such a deep and abiding interest in his welfare, as to know if money is needed to help him to keep out of debt, and give the means of paying his dues to the Lodge. I do not mean to be understood as saying that there is no charity in secret societies, but I do mean to be understood as saying that in far too many instances that it falls far short of meeting the full requirements of the case. I am pursuaded that if members of secret societies, Brotherhoods, would take this subject into consideration, that good results would follow—and that the term "brotherhood" would have a far more beneficent signification. I see in the April *Magazine* a statement in regard to the organization of a Mutual Benefit Association by the Locomotive Firemen on the Denver & Rio Grande and the A., T. & S. F. Railroads, for the relief of sick and disabled firemen. That is coming nearer my idea of charity. We are all liable to need charity in this world of uncertainties, and I would like to see all the Lodges adopt the plan. Hoping to hear from some of our able writers upon this important subject,

I am yours fraternally,
Jumbo.

ALTOONA, PA., March 25, 1887.

Editor Locomotive Firemen's Magazine:

I have waited for some time to hear from Altoona Lodge No. 287, B. of L. F., through the *Magazine*, but failing to hear from any of the brothers, I will endeavor to write a few lines to let the Brotherhood at large know that No. 287 is in a prosperous condition. Altoona Lodge No. 287 has a set of boys that can not be beat. We gave our first annual grand ball in the Altoona city opera house, February 21, 1887, and the like before or since Altoona never witnessed. There were two hundred couple in the grand march, and there would have been as many more had there been room. The attendance was estimated at one thousand five hundred people, coming from all over the state. The Brotherhood was represented from Philadelphia to Pittsburg, and just think of it, brothers, *not one disorderly person* in that concourse. It is impossible for me to describe the decorations of the opera house. There were flags, bunting, headlights, hand-lamps of the four different colors used on the road, also flags of different colors. These were hung around the room. One thing I may mention, on a canvas twelve by ten feet, was a handsome engine; painted on the upper corners were the words "Protection" and "Benevolence." On the lower corners, the words "Sobriety," "Industry," and underneath the engine was "B. of L. F." It was a grand emblem of the Order. I will close and hoping to hear from some of the rest of the brothers, I remain

Fraternally yours,
Monkey Wrench.

RENOVO, PA., June 1, 1887.

Editor Locomotive Firemen's Magazine:

West Branch Lodge, No. 338, B. of L. F., gave a supper April 16th, in Wainwright Hall, corner of Sixth street and Erie avenue, which was pronounced one of the most elegant affairs of the kind ever witnessed in Renovo. It was a splendid success socially and financially, and the members of 338 are very thankful for the assistance they received, especially are the ladies, one and all, to be remembered for the interest they manifested. Bro. W. D. Kline, of No. 220, presented 338 with a very handsome cake, with name and number of the Lodge on it.

The members all worked hard to make the occasion a success, and as a result the treasury of the Lodge was benefitted $132.86.

The writer had the pleasure of visiting Mt. Penn Lodge, 317, B. of L. F., and found the membership working hard to improve the Brotherhood. They are of the true Brotherhood type.

Fraternally yours, *Hot Pin.*

Digitized by Google

TAYLOR, TEXAS, March 26, 1887.

Editor Locomotive Firemen's Magazine:

I send a few lines from Alamo 263, she is being heard from so seldom through the columns of the *Magazine* that some may think us asleep. Not so; we are wide awake, and actively devoted to duty, and ours is a brisk little Lodge. We meet regularly at the time published in the *Magazine*. We now have twenty-nine members, an increase of four since January last—several applications are now being considered. We strive to admit only honorable men, and we are not backward in rejecting an unfit applicant. We have a very distinct line drawn in the matter from which we do not deviate. Our eyes are always open to the preservation of the integrity of this fraternal body of firemen, which duty demands, not only for the sake of the order, but for our own individual interests as well.

I am delighted beyond measure to inform you that 263 is not annoyed with drunkenness. To meet one of her members is to meet a sober man. Now, while I speak of the matter in this way I do not doubt that most of the lodges are as free from the stain as we are, though on looking over the list of expulsions and causes therefor, I see that the influence of alcohol has overcome the better judgment of a few. I will just say, continue to get rid of this element. Alamo will as soon as a due course of law can act on their cases should she be so unfortunate as to admit one of the drinking kind.

The T., B. & H., an extension of the Mo. P. is in operation from Taylor to Bostrop, a distance of thirty-six miles in a southerly direction. It runs one regular passenger and one regular freight train daily, each way. The freight engine lays over here at night; and the night master mechanic says that the "Flintrock," better known as Mo. P. engine No. 21, must be left in good running order—all work done on her must be with a fine finish.

We of 263 have reason to be thankful to our employers here for favors in the way of promotion, now being shown us as speedily as practicable. As many as five of Alamo's members have crossed the deck this year, viz: Joe Gallegly, Ed. Hammond, M. B. Moynahan, A. Waker and P. F. Moynahan—so much for encouragement.

Our Master, Bro. A. E. Hayden, now lays down the shovel for a situation in the office. He is assisting our master mechanic, but he is not out of his sphere by any means. As he is in town all the time we are favored with his presence in the lodge room every meeting.

We would be pleased to hear from the "Engineer's Friend" again. Why should such writers remain silent? They are capable of conveying so easily the lightning of the brain in their language uttered to the eye. We dearly, fondly prize the poesy of the wise. *Voila Tout.*

GRAND RAPIDS, MICH., March 7, 1887.

Editor Locomotive Firemen's Magazine:

Grand River Lodge, No. 265, has a word for the *pleasure* and the good of the Order, which the writer hereof will take the responsibility of modestly uttering.

To be particular, the man with "the whiskers" appeared at the round house with a nine-inch grin on his handsome countenance. We all supposed it was on account of his promotion. Not so. He hauled out the cigars and claimed it was his "edge." No wonder. A nine pound girl had come to embellish his home and add to his felicities. Ed., we congratulate you on holding a "pat hand," as it wins for you this time—something a new made papa should be proud of.

An epidemic has broken out in the round house which is liable to prove fatal (to the hopes of some) unless soon checked, and our relief committee will have their hands full of business attending to the victims of the malady. It is pronounced by old runners to be the "throttle fever" in a malignant form. Now, boys, endeavor to make yourselves proficient and competent to assume the position of engineer, and then you may expect promotion. To be promoted is all very well—it is what we all aspire to, but to hold our position and prove a successful runner is quite another thing. Bros. Ogden and Cimmery are among the favored few, and we wish them success and good luck, and hope they will make model runners. It is my wish that this may be received in as good spirit as it is written.

Fraternally yours. *Extra.*

DERRY STATION, PA., April 8, 1887.

Editor Locomotive Firemen's Magazine:

Chestnut Ridge Lodge, B. of L. F., No. 310, completed its first year April 4, 1887. It is a prosperous little Lodge, owing a great deal of its prosperity no doubt to the noble boys of which it is composed. It organized with fifteen charter members and now boasts of twenty-five. During the year, while sister Lodges have been visited by accident and death, God has kindly spared the boys of 310. Not one brave face or brotherly hand-clasp is missing from the little circle. Since its organization, Bros. Toole, Wareham, Moore and Elder, have been promoted to the right side. Wednesday evening, April 6, the boys presented the Master, H. C. Martin, with a handsome gold watch charm, as a slight acknowledgement of their appreciation of the successful and satisfactory manner in which he has discharged his duties. While Bro. M. is grateful for their kind remembrance, yet he values and admires still more highly the good will and generous impulses of the warm hearts that prompted the gift, and that have so earnestly labored with him in the past year. Wishing success to the Brotherhood. I am

Headlight.

MT. VERNON, ILL., March 20, 1887.

Editor Locomotive Firemen's Magazine:

Again has death heavily laid his hand on No. 112, but not by violence. Bro. Wm. N. Ross, died at Evansville, Ind., Sunday morning, March 20th, of pneumonia, after an illness of only nine days. His death is lamented by all his friends. He left a wife and four small children to the care of the Brotherhood. He was a member of Division 154, B. of L. E., and No. 112, B. of L. F., but only carried the B. of L. F. insurance, which will be all he left to his family. Yours fraternally,

J. C. Branham.

Digitized by Google

JACKSON, MICH., March 2, 1887.

Editor Locomotive Firemen's Magazine:

Never in the history of the city of Jackson did the old and young of the central city of Michigan enjoy themselves so much as they did on the evening of April the 18th, at the grand ball given under the auspices of the Brotherhood of Locomotive Firemen of Gilbert Lodge No. 240, at Guard Hall, in mammoth Wm. Bennett block, corner of Jackson and Main streets. From the very beginning to the end of this delightful occasion it seemed as if every one was animated with new life, and it was the unanimous opinion of all who participated in the event that it was the largest and most successfully conducted of any ball ever given in the city by any labor organization. The members of the Brotherhood were thorough and rigid in not allowing any one of a dishonorable character to cross the threshold of the hall. The ball was participated in by over two hundred couples, the hall being tastefully decorated with the beautiful banner of the Brotherhood hanging directly over the stage. It was presented to the members of Gilbert Lodge by the wives and sweethearts of the members of 240. It is very elegant in design and the inscription is artistically arranged upon it. The banner is of scarlet banner silk, overhung with a curtain of heavy blue banner silk heavily trimmed with gold bullion fringe with beautiful cord and large gold tassels. "Gilbert Lodge No. 240" is printed in gold leaf upon the curtain, and directly beneath, on the body of the banner, are inscribed the words "Brotherhood of Locomotive Firemen." Directly under this and in the center of the banner is stamped a large engine with the number of the lodge upon its tank. Beneath the engine are the words "Jackson, Mich.," and following beneath this at the bottom are the emblems of the order, a scoop, pick and hoe. All three are linked together. It is pronounced by all who have seen it to be the finest one in the city, in fact they can safely say Gilbert Lodge has the finest Brotherhood banner in the United States, and the ladies of the B. of L. F. were at great expense in getting it up, and therefore merit great praise in helping to adorn the walls of our lodge room. The hall was beautifully decorated in many other ways, which I would describe were it not for occupying too much valuable space. But I will say in conclusion that 240 is alive and full of energy. She is not in lethargy, waiting for something to turn up; but *vice versa*, she is turning a little wealth into her treasury continually, thereby strengthening her fort and equipping herself to meet all demands either foreign or domestic. Its rolls are being graced by men true to their obligations and loyal to the cause of justice and right.

We can feel proud of those who have given up the scoop and the pick to assume command of the throttle and the higher responsibilities which are placed upon them in assuming the roll of locomotive engineer.

Bros. Babcock, Green, Lederer, Bentley, Felton, Welehan and Eaton are wide awake Brotherhood men, always striving to promote the interests of the order. May 240 when weighed in the balance be found not wanting, but fully up to the standard.

252.

MERIDIAN, MISS., April 20, 1887.

Editor Locomotive Firemen's Magazine:

I am induced to let the Brotherhood hear from old 200, because communications relating to its affairs are few and far between, but our members are getting along verv well, and we can boast of meeting in the finest lodge room in the South. If any should doubt this, let them ask Bro. Hannahan. To be personal, Bro. Dan Callahan, of this Lodge, recently married Miss Molly Roane, and the happy couple have the congratulations of all the boys. Our Receiver, Bro. W. Fulcher, since he no longer runs into Vicksburg, appears somewhat despondent, but his books and accounts will, nevertheless, bear the closest inspection.

Vice Grand Master Hannahan held a called meeting of the Lodge February 26, 1887, in honor of its third anniversary, which was largely attended by the members. I must not forget to mention the felicity of Bro. L. H. Stanton, occasioned by a present in the form of an angel, needless to say, a daughter, and all of us expect cigars as soon as our fortunate and happy comrade realizes that he is still in this world. Our worthy Collector, Bro. Jno. R. Curry, on account of a flat wheel, is not attending the meetings of the Lodge with his usual regularity.

A Member.

MOOSE JAW, MAY 18, 1887.

Mr. Editor:

On the occasion of the marriage of Bro. Wm. Pascoe, of No. 127, a pair of elegant dressing case were presented to him accompanied by the following letter which will explain itself:

To William Pascoe, Fireman C. P. R.:

The employes of the mechanical department of the C. P. R. at Moose Jaw embrace the occasion of your marriage to express to you their esteem for you personally, their pleasure at the very cordial relations which have always existed between you and them as fellow employes of the company and their best wishes for you and Mrs. Pascoe for the future. During the years that you and they have been in the employ of the company at Moose Jaw nothing has occurred to interrupt these friendly terms and we look forward to the pleasant continuance of them in the time to come. In testimony of their esteem and best wishes for yourself and Mrs. Pascoe they beg of you to accept of these dressing cases. Signed on their behalf by.

WILLIAM DUFF,
LEWIS ABBEY,
ARTHUR HOLDSWORTH,
THOMAS WRIGHT,
JAMES CASLAKE.
} *Committee.*

ST. THOMAS, ONT., Feb. 23, 1887.

Editor Locomotive Firemen's Magazine:

As this is the first time you have ever heard from this point, I hope you will give this a place in the *Magazine*. We have never in the history of Charity Lodge No. 5, had officers who have taken such a lively interest in their positions and the welfare of the Lodge as we have now. I am pleased to inform you that Bro. Jim Fisher, who was seriously scalded last January, is getting around again and we hope to see him on some side track; also Bros. Blancher, Corbett and Adams. Bro. Thos. Quick, our Master, presides over us with marked success. He keeps the Lodge running in good order and in a prosperous condition.

X.

Digitized by Google

ROCK ISLAND, ILL., March 3, 1887.

Editor Locomotive Firemen's Magazine:

A few words about carelessness. Carelessness and negligence generally go hand in hand. Where one is found the other is certain to be close at hand. They are defects, either of which is a blemish exerting an injurious influence. To be careless is to be indolent, supine, listless, negligent, remiss, thoughtless, heedless, inattentive. Negligence results in omission, it degrades duty, and like carelessness, involves heedlessness, thoughtlessness, inattention and a want of prudent concern. Manifestly, such defects must result in great inconvenience and embarrassments, and often in serious misfortunes and heavy damages.

With a great many of our brothers of the B. of L. F. these defects, are sadly exhibited. They are carelessly neglectful in keeping in good standing in the Order, and sometimes very serious and grave results follow. Besides, it lowers the brother in the estimation of his fellow members, because it is an exhibition of how little they care for the Order, for these relations and the untarnished name that all should strive to win and maintain.

When a member has been suspended from the benefits of the Order, as a general thing they lose the respect of all who are aware of their misfortune, for a great misfortune it is. When a member has been expelled everybody ought to give the fact the widest, possible notoriety to show more fully the deep disgrace which expulsion entails.

Considerable negligence is shown by members of their obligation to attend the meetings of the Lodge, and who, after the meeting is over, want to know what was done. The best way to serve such members is to tell them nothing about what happens, since curiosity, if nothing more, may induce them to attend the meetings. When a person becomes so neglectful of duty they cannot be relied on for the faithful performance of any trust, and it is fair to assume that employers are observing every move they make, and seeing their great faults, require them to serve extra full time, in order to try their ability before trusting them, when their carelessness and negligence would produce calamitous results, and for this very reason some of the "*regulars*" are kept back, at least, so it appears from my personal observation.

The fireman who is always prompt is promoted long before any one expects it, while the careless and negligent man has to serve and wait, wondering why the M. M. never sees him, or finds some way of promoting him, as he is the oldest man on the road. There are men who have served a comparatively short time but who are far in advance of him, and all because of his negligence of everything, even himself. *Observer.*

KEOKUK, April 12, 1887.

Editor Locomotive Firemen's Magazine.

Perhaps a few words from No. 93 will be in order. We are alive, and during the three months have added seven new members to our number, with cheering prospects for more. Our new regalia consisting of thirty-two pieces, worn for the first time last Sunday, and with a good attendance the members made a splendid appearance. Like other Lodges, we suffer somewhat by the non-attendance of members, who could be on hand if they took a larger interest in Brotherhood affairs. Can you send us a remedy for the trouble? But it must not be surmised that non-attendance is epidemic in 93—far from it. We have more than an average number of hard workers. Bro. Wadden, our Master, never misses an opportunity to do the Order a benefit, if it is in his power. Bro. Ed. Galligher is also one of the workers, and at the same time a hard kicker, but he always kicks in the right direction. Bro. Ed. Concannon is our critic, and when he is present members must be in order. The motto of Bro. John Morgan, our Collector, is "strictly cash" and a new idea has been awakened, which will benefit the Treasury. More anon. *Grate Finger.*

TOPEKA, KAN., March 30, 1887.

Editor Locomotive Firemen's Magazine.

Manifestly, "Flower of the West Lodge" No. 205, ought occasionally send greetings to all the other lodges of our grand Brotherhood. As this has not been done in the past, I take the responsibility, with the permission of the editor, to perform the pleasant duty. I desire to say to all our Sister Lodges that 205 is keeping abreast of the times and now has enrolled seventy members, and I am confident, that it will be difficult to find a better class of "boys" anywhere.

Quite a number of our members have been promoted during the past few months, viz:—Bros. Atherton, Thomas, Verlen, Rain, Drew, Boggs, Kelly, Dale, Youngs, Scott, Holloway, Dudley, Decker, Wright, Erickson, Foran, Smith and Berber. I think this shows that 205 is prospering. Our officers are all right-hand men, and if they do as well on their engines, as in the Lodge room, they will be a credit to any road Bro. Atherton, as our Master, understands his business; Bro. Thomas, as vice Master, is No. 1; Bro. Verlon makes it hot for those who do not settle promptly; Bro. Musselman, as Receiver, is in the right place, and Bro. Johnson as Secretary, is always on hand. The rest of the officers are the right men in the right places. I am

Yours sincerely, *A. S. U.*

HERON, MONT., May 25, 1887.

To the Editor:

I am pleased to report that a satisfactory condition of affairs prevails here at present. Our worthy Master, Bro. T. P. O'Rourke has been to Eagle Rock looking after his cattle interest, but has returned and resumed his position on the right hand side. Bros. McDonald, Ireland, Hallen, Herman, Brunker and Patton have been promoted and are giving satisfaction in every particular. Bro. Foster has been transferred to the Cascade division to run a switch. Peace and harmony now reign supreme and we are heartily glad to have it so. We may thank Bro. T. P. O'Rourke, our worthy Master, whose council and good judgment was our guide and to whom we are deeply indebted for the great good he has done on this division at least. That we may always be united in sympathy and stand together shoulder to shoulder is the earnest wish of, *J. J. I.*

Digitized by Google

MAUCH CHUNK, PA., May 3, 1887.

Editor Locomotive Firemen's Magazine:

The members of Lehigh Lodge No. 251, B. of L. F., were agreeably surprised to-day by a delegation of lady friends of the order, who visited the Lodge, accompanied by our medical examiner, the genial Dr. Ibach. The ladies were elegantly received by our worthy Master Myers, and Dr. Ibach, in well chosen words, presented to the Lodge in behalf of the ladies, a handsome table, and a cover for the same, with the initials of our motto elaborately and artistically wrought therein. The ladies also presented the Lodge with a handsome Bible and a book-mark, with the name and number of our Lodge, also a handsome rug, gavel block, and a set of gavels. To the remarks of Dr. Ibach, our worthy Master Myers responded on behalf of the members, thanking the ladies for their valuable tokens of esteem and good will. The articles presented were just what the Lodge most desired and needed, and by a unanimous vote, the ladies were thanked, and it was resolved that the pleasant incident be recorded in the journal of the Lodge, and that a full account of the presentation be published in the *Locomotive Firemen's Magazine*. Too much praise cannot be bestowed upon the ladies for their handsome and valuable presents, especially the ladies in charge of the affair, viz: Mrs. L. H. Yetter, Mrs. J. A. McAllister, and Mrs. C. Johnson, who so successfully carried out their plan to surprise, please and benefit the Lodge, and they may rest assured that their generosity will be cherished as affording the members of the Lodge great pleasure and constituting one of the most delightful incidents in its history.

Respectfully yours,

Lodge 251.

EAST SAGINAW, MICH., May 2, 1887.

Editor Locomotive Firemen's Magazine:

The March issue of the *Magazine* encourages me to make another attempt at letter writing for its columns, and I must say for No. 286, though carrying 140 pounds of steam on her gauge, efforts to back her are useless, and without regard to the pull she gets there just the same, because the boys are all No. 1 and know their business. The new constitution does not make any vacant chairs in our lodge room, as the members know that it is the payment of their dues and assessments that keep the ball rolling. As a result when we receive our pay we straightway find Robert Stiner, and after his name is signed to the amount paid, and then if for any cause we are required to lay off for repairs we know we are good for a few weeks' board. Our worthy Master smilingly passed a box of cigars around the lodge room at our last meeting and said, "Brothers, it is a boy and looks just like his dad." The response was, "Good boy, Frank, hope you will be required to pass the cigars again and again in honor of similar events."

Since my last letter Bros. Phil. Covey, Tom Smith, Wesley Beck (our vice master), William Lawrence and James Wortsmith nave been promoted to the right hand side, and wear a smile of satisfaction. They have reached the goal at last after years of hard knocks, and all wish them success.

Bro. Fred Smith, after an absence of three months, paid us a visit, ostensibly to see the boys, but evidently there is a girl in the case, and if she is level headed she will stick to Fred, for he is a good fellow. And our worthy Receiver has been caught looking at furniture to adorn a cottage large enough for two. We are waiting to *smoke* on Bro. Sterling's good fortune and anticipate an early good time. Bro. Hines I advise to hook on instead of hanging around and wearing out his good clothes.

The Brotherhood of Railroad Brakemen recently held their second annual ball and cleared $200, which goes to the credit of the "sick fund." They are good fellows and have the respect of the people of East Saginaw, who willingly lend a helping hand whenever they can.

Bro. Bean received his $1,500, the amount due him for disability.

I endorse the views of the brother who wrote the article in the April *Magazine* about kickers. He is right and hits the nail on the head every time, and I think he should have signed it English instead of Latin.

On Sunday the 24th ult. we had a very enjoyable meeting. There were thirty-three members present. We have about ninety names on our roll, but many of the boys are on the various branches of the F. & P. M. and are therefore prevented from attending the meetings. They are all making good time.

Spring has come again and soon the coal dust will mingle with the perspiration and give the boys that grim-visaged appearance, which, if not pretty, is nevertheless healthful. Yours, &c.,

Saginaw Valley No. 286.

TAYLOR, TEXAS, March 12, 1887.

Editor Locomotive Firemen's Magazine:

Alamo Lodge, No. 263, had a most agreeable surprise on the night of March 9th. While in session we were waited upon by a deputation of ladies with a handsome present, it being a copy of the Holy Bible, which was received by Bros. Maynahan and Hayden. After a few minutes social converse, the ladies retired and the following resolutions of thanks were adopted -

Resolved, That the members of Alarm Lodge, No. 263, B. of L. F., tender their thanks to the ladies of Taylor who so kindly presented us with a token of esteem, it being an elegant Bible.

Resolved, That a copy of these resolutions be furnished the local papers and the *Firemen's Magazine* for publication.

Alamo.

MERIDIAN, MISS., May 10, 1887.

Mr. Editor:—I pen you these few lines to let you know that the engineers and firemen of all roads which terminate in Meridian have formed an association for their mutual benefit. It has been called the "Locomotive Enginemen's Mutual Aid Association." It allows us so much a week and so much when we die. This is a great benefit to us, and I think that when many roads centre at one place it is practicable to form such an association for mutual benefit. Our Association was organized on March 1st, 1887, and we have already helped a great many of the boys, both engineers and firemen.

Yours fraternally,

Albert Stockdale.

Digitized by Google

DE SOTO, MO., May 17, 1887.

Editor Locomotive Firemen's Magazine:

I assume the "boys" on the Iron Mountain Railroad have been too busy to write of things in this section for the "good of the order." Permit me, in some measure, to make amends for them. From all I know, or can learn, No. 6 is in a flourishing condition. The Lodge room is now in the new Odd Fellows' building and well furnished. The officers of the Lodge are doing their duty to the best of their ability. During the past winter, a great many promotions have taken place, and the "boys" who have stepped to the right side, have given entire satisfaction. Bro. Moore has been running extra in the yards, and Bro. Ross is running regular. Bro. Lanham is still handling the scoop on the 340, just out of the shops. Bros. Dillon and Callahan have taken Greeley's advice and gone West. Bros. Sliter and Young are handling the pushers on Hogan Mountain and are doing well. We are pleased that Grand Master Sargent will be able to visit us, as we are looking forward to the time for him to visit our Lodge with pleasant anticipations. I think he will find No. 6 in as good standing as the the majority of the Lodges. I hope Bro. Sargent has recovered his lost valise. *Extra.*

CAMPBELLTON, N. B., March 29, 1887.

Editor Locomotive Firemen's Magazine:

Some time has elapsed since my last letter was written for the *Magazine*, and many changes have taken place on the I. C. R. A number of the boys of 144 now grace the right side of engines, among whom are Bros. Smallwood, Connell, Henry, Howie, McGowan, Matheson and McNutt, not forgetting "Baby Elephant" Fraser. All are good men and are doing good work, a credit to No. 144.

Bro. McNutt has promised to have a box of cigars at our next regular meeting, to celebrate the arrival of a bran new fireman at his house—14 lbs. weight.

Sugar Loaf Lodge has 39 members, 29 of them are engineers, 18 of whom have been promoted since the Lodge was organized.

This has been the severest winter known here for the last twelve years—stormy and cold. During the months of January and February the thermometer was not above 18 and fell as low as 40 below zero Railroading on the Northern division of the I. C. R. is no fun, even now. There has been no train for five days from River du Loup to Campbellton, and a portion of the division is still blocked by snow, with nine engines disabled in a distance of forty miles. But, still, we have our pleasant times during the summer, when the boys all get together in our hall and recount some of their winter exploits. Bro. Jim Smith is noted for his story telling abilities, which are, to say the least, extraordinary. Bro. Scott has full control of the D. B. R. and is happy in consequence. Bro. Gorham is collector and makes the boys toe the mark in good style—the right man in the right place. Bro. Devereaux is our worthy Master and proves a very efficient officer, as also does Bro. Ed. Kean, our dandy Secretary. Through the exertions of some of our officers and members we have procured a handsome set of officer's regalia, of which the boys are justly proud. Bro. G. T. Biddington, having become tired of single blessedness, has taken to himself a wife. We wish them all happiness. Bros. Moore, Gallan, Smith and Chamberlain are said to be seriously contemplating matrimony; it is said Bro. Chamberlain has attractions in two different localities, East and West of here, while Bro. Gallan does not go out of town to see his best girl; only up on the hill, you know. We expect to increase our membership in the coming summer, as there are now a good many firemen on the division who are eligible to membership.

I am glad to see in the February number of the *Magazine* a letter from Picton Nugget, a member of 233, as it shows an interest in the Order. I would also like to see something from 119, as I am sure they have some members who are well able to write for our *Magazine* far better than 17x34.

ST. CLOUD, MINN., May 1st, 1887.

Tew mi frend ther Eddyter:—

Ef hanna plinkin's iz er goin tew rite ter their *Maggerzene* orl she nose uv peopel erwoy frum hum ime goin tew tell wot I no erbout josiar. hanner prazes josiar up ez er modil ov perfecshun n manli virchew, en doant uo hez er confondid idit, frum erliest boyhud hez alluz makin er fule ov hisself, why i remember when mi foxes lived to Kennibuncpoart n josiar's foxes wuz nigh naybers, thet josiars dad left im tew wach er young cafe i dai n tha hed a long rope tew brouse ther cafe with n josiar sot doun tew rede i uv hanners experenses in ther Lewistun jernel, n tyed thet ther roap eround hiz waste and wuz deapli engaiged in ther perusil uv how tew maik chicken salid (by hanner) when Unkle Zeke Lanes boy Obed cum erlong n through er carret et thet cussid cafe n ther cafe started eround thet barn yard maikin morn twicet ez gud time uz thet paper traine duz, n josiar bein er unwillin sheat anker ez et ware. ued orter sean josiar when thet cafe got dun rasin eround thet orcherd n gardiu n barn yard he wuz er mos luvable crecher shur enuf. hanner thinx hez purty fin guds but i doant n when hanner sez i doant lik watter ime mad. Pleze tell hanner thet i jus no lots uv josiars doins en ef she doant qit ile tel moar uv em. *Darius.*

STONE MOUNTAIN LODGE NO. 332,
AUGUSTA, GA., April 4, 1887.

Editor Locomotive Firemen's Magazine:

I am pleased to notice that other lodges of our Brotherhood find a place in your columns, and with your permission the Brotherhood shall hear from 332.

We had a very profitable visit from Brother Sargent, G. M., and would have entertained him royally had it been in our power, but No. 332 did the best it could. Our Lodge is moving along excellently. We have dropped all the laggards, and we are now on a regular boom. It is now growing close to the summer, and our road has commenced its suspension of the boys, but our M. M. is a thoroughbred Brotherhood believer, and not one of our boys has been removed, but he gave three of the men we expelled from the order "the bounce." We hope to meet the Grand Master again at an early date.

Yours fraternally,
B. B. C.

Digitized by Google

Ancestry of Josiar.

Dere Eddyter:

i wornt ter giv ther antissidentz uv josiar plimkenz er arein, also Josire, 'n ef hanner iz jelus why so be et.

Josys (we allus corled im josy) dad old Elkenny Plimkinz wuz onct voted ter ther legislacher from our distrix, Komprized uv ther west harf uv knocks Kountie, 'n yued er dide ter sean josire swel up like er tode, when ther ole man went ter Agusty; Mr. Blayin wuz ther speeker uv ther legislacher et ther tim, 'n he maid ole Plimk set et ther hed uv sum waiz 'n menze doinz, Wal thets orl rite kauz ther ole Kogger hez sum uv ther menest waiz i ever seen.

Wal ther *transcrip* cum out ther nex da with er grate rigmerole uv ther "Oneryble Elkenny Plumkinz uv Knocks," n ther weak arter he cum hum, er man come down from portlan ter kerlect ther advertizin fea, ateen dollirz, 'n hed ter go hum afut.

Ther fust munda arter role corl ole Plimk rized up en sed. "Jim, ive a Komunicashun frum hum ter rede ter ther fellers present, wot 'ill interest em sumwhut ez follers:

SKOWHEGUN, MANE, Dez. 15, 1868.

Elkenny Plimkinz, Escnre, farther uv josire. member uv ther legislacher, Onerybie, etc.:

MI DEER ELK:—We air ergoin ter hev er auttyquerin supper et ther town horl nex crismus evenin, en ive bin erpointed orytory uv ther our, pleze git yure busum fren jim ter xkuse yer, 'n cum down ther nite afore. thet nale brush yer sint hum, iz mos wore out, 'n josire hez klened 2 cegs uv shingal nales, 'n 10 bbls uv spikez ith ther brush 'n sope 'n watter, pleze bring ennuther nale brush, en sum uzerdoant ter go ith er tuth brush wot yer sent et ther saim tim ez yer did ez ther uther nale brush n ole stear spar iz jes stepped 'n oure chiny ruster 'n squshed im i kant think uv enny moar newz.

urze til deth

Mehitabils, ure wif.

Now houze that fer hiz wif ter rite im er leter, ow josire uzed er fingir nale brush ter klene shingel nales 'n spikez with, 'n fer im ter rede et afore orl uv manes branes en ther legislache, 'n hanner thinx josire iz sich 2 2 pepul, thay ur frum doun ther kape 'n pooty wel ote ter see et thet, they ante no shux no how. Moar nex tim. *Darius.*

READING, PENN., May 25, 1887.

Editor Locomotive Firemen's Magazine.

Mount Penn Lodge, No. 317, has at last found something which the members are not afraid to mention of, through the columns of our Brotherhood *Magazine*. They have given one of the most successful and reputable balls ever held in this city, and in all regards such a decided improvement upon all former efforts in that line, that the B. of L. F. has advanced immensely in the esteem of all the people. The ball was a most agreeable surprise to all who attended, and Locomotive Firemen have won golden opinions from all classes.

The brethren came from all the sister Lodges in this section, and were delighted with the entertainment. We had guests from Onoka, Harrisburg, Lafayette, Columbia, Wissahickon, United, Schuylkill Valley, and others, which I do not now recollect. Everything went off as happy and as joyous as a marriage feast, not an incident occurring to mar the pleasure of the occasion.

I desire to say to the Lodges that Bro. John J. Kramer has gone West in search of work. Topeka, Kansas, was the point he had in view. He is a firm B. of L. F. man, and if any of the boys meet him on the trains, I hope they will extend to him fraternal kindness.

Our lady friends, "God bless 'em," have presented us with a beautiful silk banner, for which we returned thanks.

Bro. Spangler, is rapidly improving, and we hope soon to see him again at our meetings. A number of brothers travelled thirty-six miles to pay him a brotherly visit, and it was most delightful to witness Bro. Spangler's joy in seeing so many brethren at his side, expressing by their presence and generous words, interest in his wellfare, and sympathy in his affliction.

Bro. George Rocktashel is doing the scoop act for Bro. Cassidy, of the E. on the 394.

Mount Penn has received eight new members during the past few weeks, and the cry is, "still they come."

A word of caution to Bro. Ed. Noonan, the Master of Mount Penn. A soft hammer will be required if all the wooden goods are to be smashed in rapping the boys to dinner.

If the boys continue throwing stones at Bro. Ed. Homan, he should secure an accident policy.

Well, Doc, what about that rubber stamp for the Collector? The Owl is looking for it to turn up.

Bro. Geo. Shadle does the heavy clerking for Vice Master Leeds, on Engine 825.

The hop was a success financially and socially, as a round *two hundred* will be turned in as a nest-egg at the next convention of the Crows, which will be held the third Sunday in May. *The Owl.*

GARRETT, IND., May 22, 1887.

Editor Locomotive Firemen's Magazine:

I wish to say a few words for Garfield Lodge, No. 203, for though located at Garrett and on the notorious B. & O., it is in a flourishing condition and its membership is steadily increasing, for, though our *goat* is an old residenter, it does not keep new members from coming in. Both engineers and firemen received an advance in pay on our line the first of the year, so everything is lovely with us. We have two good and efficient officers in the persons of Mr. B. F. Southers, M. M., and Mr. G. M. Mudd, Gen'l Foreman of Engines. They are both good and accommodating men and well thought of by all.

A Member of 203.

ALAMO, TEXAS.

Editor Locomotive Firemen's Magazine:

Please allow me space to say that Taylor Lodge, No. 263, at its last meeting experienced a pleasant surprise by a visit from a number of ladies, whose mission was to present the Lodge with a handsome Bible, which was accepted with many expressions of gratitude. I hope the wives, mothers and sisters of our members will organize at an early day, as I believe they would largely contribute to the success of our Lodges and promote sociability. *G. W. S.*

Digitized by Google

For the Magazine:

CHILD AND MOTHER.

My dearest mamma, can you tell,
Is that heaven where angels dwell
That we may see out in the west
When the bright sun sinks to his rest?

The scene it is so passing fair
I almost see the angels there,
Bathing in a flood of light
With flowing robes of spotless white.

I often look at eventide
To see heaven's gates open wide,
Thinking to see my dear brother;
How I long to see him, mother.

With crown of glory on his head,
With robes of white, with wings outspread,
With golden harp and branch of palm
In that bright world of peace and calm.

I often watch in awe and fear,
Thinking he surely will appear;
Then that bright world moves out of sight,
The sun goes down, and all is night.

No, no, my child, thou ne'er can'st see
The glories of eternity,
While in this world thou dast remain
This world of sin, of grief and pain.

Too much like this world where we dwell
Is that fair scene thou lov'st so well,
Its glories they could ne'er control
The cravings of a single soul.

Those clouds that seem so fair and bright,
When day is merging into night,
A borrow'd glory but display—
They're one and all a sober gray.

That world to where thy brother's gone,
His dear Lord's face to look upon,
In bright regions far away,
Is far beyond the orb of day.

The bliss reserved for the good
Was ne'er by man yet understood,
Nor ne'er will be while here below
We wander through this world of woe.

The surest way for thee to see
Thy brother in eternity,
Is so to live in innocence
That heaven is thy recompense.

God bless thee, child, and give thee grace
That thou may'st see His heavenly face;
May He protect thee on the road
That leads up to His bles't abode.

Then thou shalt with the saints rejoice,
Then thou wilt hear thy Father's voice
Invite thee to that land so blest,
With angels dwell and be at rest.

There to meet thy baby brother,
With thy father and thy mother,
Sisters, brothers and dear friends meet
In joy before God's mercy seat.

Edward Splaine.

WATERTOWN, N. Y., May 25, 1887.

Editor Locomotive Firemen's Magazine:

I think it's time a word should be said for No. 212. It is some time since I have seen a line from our Lodge, and although it has been a hard struggle to keep her alive, we feel happy to say the "Empire" is on a solid footing. I find its pretty hard work to keep a Lodge up when there are but four or five members who will put their shoulders to the wheel, the rest merely members paying their dues and assessments, and that's about all. We organized April 17, 1884, and Bro. Stevens was with us about three hours. That is the first, last, and only time we have seen a grand officer, although we were told they visited 229, only 90 miles from us. Some of the members said, "Ah! so near, and yet so far!" We have had to get along as best we could, but have had our eyes opened, though it cost us quite a sum to carry members six or eight months and finally expel them after all our trouble and expense. We also "get left" on *Magazine* agents. They lost all interest when they found they could not get the prize, consequently our treasury will suffer; but we have a few energetic members who will not give up the ship, and 212 will do to tie to in the future. Now if we can only get the members to take a little more interest in the meetings, we can boast of as good a little Lodge as holds a charter, and if the grand officers ever come this way, we will spring the air on them and hold them for orders. And now let me speak about some of our members who find fault, saying, if such and such things are not done they will withdraw. They never come to the meetings and lay their grievances before the Lodge, but send word by some of the brothers. I can say to those members that our Lodge room is the place for such talk and we would like to see them once a year, or have a picture of them. We are doing all we can, and doing whatever is for the interest of all the members, and we wish some of those dissatisfied members would come and help us. We need a rest and then they could have it to suit themselves. Hoping that some of the other members will take up the pen in behalf of No. 212, I will sign myself,

A Conscientious Kicker.

MINNEAPOLIS, MINN., March 31, 1887.

Editor Locomotive Firemen's Magazine:

I have looked in vain for something from No. 82, and I think she ought to be remembered once in a while. Several of our brothers have stepped from the left to the right hand side where they are giving good satisfaction. Bros. C. D. Stevens and Wm. Wescott are the happiest members in 82. Bro. Stevens and wife have been blest with an addition to their family—a baby girl has come to make them happy, and when you meet him now, all you have to do is to smile, and he will say, "keep still and I will bring around the cigars." All of the brothers who attended our late Convention will remember Mrs. Stevens, for she took the Opera House by storm, and we all wish them much happiness. On Wednesday evening March 23, Bro. Wescott was united in wedlock to one Miss Elliott, one of Albert Lea's fair maidens. We are all glad to see Bro. Wescott make a break that way, and we wish them a long life and much happiness and prosperity. If some of the members who attended our late Convention remember our Dairy Inspector, I do not think they would know him now, for he has grown a full beard, but he says he is enjoying good health. I remain as ever yours fraternally.

Half Dime.

Digitized by Google

Mr. Editor:

On the fifteenth day of the sixth month of the second year of the reign of Frank, surnamed Sargent, there were gathered together in the City called York, in the land of the Knickerbockers, a goodly number of the Brethren called Firemen, who had come up to be present at the feast given by the followers of one Frank, surnamed Donigan, and a mighty ruler among his people, one of much speech, learned in law and a favorite among his brethren.

Now it came to pass on the morning of the fifteenth day of the month, that there were assembled in this goodly city men of the tribe of Spurr, who had their dwelling in the land of Beans, of the tribe of McDonnell, that dwell in caves among the mountains of Anthracite, of the tribe of Leahy, on the banks of the Schuylkill, of the tribe of the Fiend of the Delaware: and the followers of Howard, surnamed Reeder; while up from the land of Clams, and the Granite Hills of Hampshire; the valley of the Connecticut, and along the Great Lakes, and the banks of the mighty Hudson, came men skilled in the art of stoking, girded with armor and with much scrip in their purse.

Now, when the Brethren had refreshed the inner man with the good things of the land, and had partaken of the cooling waters of the Croton, they wended their way to the Temple of Tammany, where Frank, surnamed Donigan, had assembled to receive them.

Now it came to pass about the tenth hour that there were gathered within the Temple many mighty men of learning, who had come to the feast prepared to do honor to the Brotherhood.

There was John, surnamed Hannahan, a leader among the Brethren, handsome in appearance and mighty in speech, who has his dwelling in the land of Engle, nigh unto the place of Ham.

There was Eugene, surnamed Debs, small in stature, yet learned in law, a dweller on the banks of the Wabash, and a leader of the Democrats. Reddy, surnamed Morehouse, the orator of Hoboken; George, surnamed Ford, beloved by all the sisters and chief musician to the king; Chestnut, surnamed McNulty, chief bell ringer to the Gardner; John, surnamed Lannon, a fisherman from the banks of the Susquehanna, and of much speech; William, surnamed Latimer, a dweller of Brooklyn, and one Groff of the land of Penn, while from the banks of the Delaware came Joseph, surnamed Cash.

Now, when all the Brethren had assembled and it was nigh unto the eleventh hour, William, surnamed Weiler, did offer prayer; then Frank, surnamed Sargent, did arise and spake unto the Brethren, saying: Hear ye, O Brethren, and give ear unto me. Ye have been called together to do honor to the Brotherhood called Firemen, of which ye are all members.

The Brethren of this goodly city, of which Frank, surnamed Donigan, is ruler, have caused you to appear within this temple to do homage to the Brotherhood: therefore I say unto you let the words of your mouth be such as will promote our Brotherhood, and make us to be known among all men as faithful servants in the cause of Charity and Peace.

Now, when Frank, surnamed Sargent, had caused the Brethren to be seated, he called upon Eugene, surnamed Debs, to speak unto the Brethren. Now when Eugene, surnamed Debs, arose there was much applause given, as he was a man of learning and long a servant of the Brethren, and he opened his mouth and spake unto them, defining unto them the laws, and giving them good advice, admonishing them to obey all laws and be faithful to all vows, and the Brethren were so well pleased with his sayings that when he had finished and taken his seat among the Brethren that there was a murmuring among them, and many of the Brethren desired him to continue speaking, but, he needing refreshments, departed from the Temple. Now John, surnamed Hannahan, arose and opened his mouth and taught the Brethren in the arts and sciences of the Brotherhood, showing unto them the hidden mysteries of the Order, and only such things as true Brethren can know. Now when he had ceased speaking, it being nearly the thirteenth hour, Frank, surnamed Sargent, arose and thanked the Brethren for their attendance upon the feast of Donigan and his Brethren and they departed to assemble again on the fourteenth hour.

Now, it came to pass that when the fourteenth hour had come that there were gathered within the Temple many mighty men of learning, rulers and statesmen, and men of fame, who had assembled to greet the Brethren; while among the people were many beautiful ladies of Gotham, and the country round about, who came to welcome the Brothers.

There was within the Temple one McAuliff, a player upon wind and stringed instruments, and he had gathered unto him many like unto himself, and when the multitude had assembled within the Temple he caused sweet music to be made, and pleased the Brethren.

And it came to pass at the appointed time that Frank, surnamed Donigan, arose, and did address the brethren, saying: Brethren of the Order called Firemen, on behalf of my people I welcome you to this temple, and your coming hath made us glad, and there was much applause. Then the Godly man of the house did read unto the brethren from the teachings of Holy Writ, and when he had offered prayer, there arose the Mayor of the city, and he did welcome the brethren, and spake many mighty things, and the brethren were amazed at the eloquence of the speaker, and when he had finished there was a sound of applause like unto thunder.

Now there was in the city a certain wise man called Charles, surnamed Dana, and the Governor of the *Sun*, whose rays enlighten the minds of many people in all lands, and he is much honored in his own country; and he came and spake to to the brethren and gave them good advice and he pleased them.

Now there was a certain man that had his abiding place within the city and well known among the brethren; and there was a road of iron leading from the walls of the city extending nigh unto the borders of the great lakes, and there were employed upon this road many of the brethren called Firemen, and this man was a ruler over them.

Now when it was known unto him that there was a feast of the brethren within the city, he came among them and spake unto them, and there was

Digitized by Google

great rejoicing among them, for he was an exceedingly wise man, and very witty, and he did praise the brethren for the many good works done by them and when he had finished speaking to them the multitude arose and there was a tumult of applause went up from the brethren.

Now when the applause had ceased, and the Chief Musician had caused to be made sweet music upon the many wind and stringed instruments within the Temple, there arose Frank, surnamed Sargent, and spake unto the brethren, but being a man of little speech, after giving the brethren encouraging words, and exhorting them to do good unto all men, he departed out of the Temple and he was seen no more until the ninth hour.

Then John, surnamed Hannahan, arose and opened his mouth and poured fourth eloquence, so much so that the brethren were greatly amazed and marveled much, for he was a learned man and a digester of large words.

Now it came to pass that when John, surnamed Hannehan, had ceased speaking, that Eugene, surnamed Debs, appeared as out of a cloud and spake unto the brethren, telling them such things as were good, and the brethren were filled with the spirit of brotherly love, and the light of the Brotherhood shone round about them.

Then the Godly man arose and did offer prayer, and blessing the brethren they all went out of the temple, and girding on their armor departed to their own country, well pleased and at peace with all men. *Latin.*

ONEONTA, N. Y., April 25, 1887.

Editor Locomotive Firemen's Mogazine:

A few words from No. 71 may not be uninteresting to the readers of the *Magazine*. No. 71 has a membership of 63, all in good standing.

The Brakemen's Brotherhood Lodge here bears the name of our Grand Secretary and Treasurer. It is one of the best conducted Lodges in this vicinity.

Division No. 58, B. of L. E., presented Lodge 71 with a beautiful set of officers' regalia, which were duly accepted and highly appreciated.

Bro. C. C. Bunker, our worthy Master, has quit the road and has opened a cigar stand. If you desire choice cigars or tobacco, give Bro. B. a call.

The wife of Bro. H. N. Allen recently presented him with twin boys, and he is very proud of them. Wishing prosperity to our Order, I remain, *G.*

Modern Spelling.

Mr. Editor:

When I read in the May *Magazine*, page 278, "Just as Innocent as Could be," it reminded me of a clipping from the Philadelphia *Evening Bulletin* of many years ago, with the above title.

"Modern Spelling:—A young lady of extraordinary intellectual capacities recently addressed the following letter to her cousin in a neighboring village: "Deer Kussin, the weather whar we is air kold and I suppose whar you is it air kolder we awl is well and muther has gott the his terricks and bruther Tom has gott the huppin Koff and Sister Susin has gott a Baby and I hope these fu lines will find you in the same condition rite sune your aprecshunate Kussin." *Eccentric.*

SCRANTON, PENN., April 28, 1887.

Editor Locomotive Firemen's Magazine:

I have been a reader of the *Magazine* for most two years and have never seen anything in the *Magazine* from our Lodge, which is Acme 228. We have a very fine Lodge consisting of over a hundred members. We held our second annual ball at Turners' Hall, Scranton, Pennsylvania. Friday evening, April 15, 1887. Music by Bauer's orchestra. Grand march was led at nine o'clock by Brother Charles Purdy and others. There were about 100 couples in attendance but the hours passed very pleasantly, and at the midnight hour we had supper, and the dancing was continued till the "wee sma" hours.

One of our brothers, H. A. Tewksbury, has taken to himself a handsome bride. We must not speak of one and slight the rest, so we will give them all a mention. Brother Fred Steinback thought he would fool the boys by getting married, but they "caught on" before the honeymoon was over. We must wish Brother Thomas Stark much success in his new start in life, and may the future be as happy as the present. Brother W. A. Long will have something to do to spend the evenings at home, rocking the cradle of a bright little daughter.

Our worthy Master, S. M. Travis, conducts the meetings with much skill, and we highly appreciate him. And next comes W. H. McDonnold, who runs the J. B. Smith on the D. & H. He is a Brotherhood man, every inch of him.

It would do your heart good to visit our Lodge and hear the Brotherhood talk.

I find nothing else to write, so I will finish by these few words: When the Grand Master of the Universe calls us to that Grand Lodge on high may we be brothers there the same as here. *C. S. D.*

The Fireman at Sunday School.

To-day I went to Sunday school—
Perhaps you think it queer—
But to-day I am a boy again,
Though strange it may appear.

You see I had my cleaning done—
I had no Sunday train—
And musing, as I homeward strolled,
I heard the sweet refrain,

Of children singing as of yore,
The songs I used to sing,—
Dear memories thronged my busy brain,
And once more my offering

Of praise was offered up to Him
Who'd watched my devious ways,
And led me safely through danger dire,
From youth to manhood's days.

There was song, and prayer and gladness,
And I'm glad I once more strayed
Where children devoutly worshipped
And Christians sang and prayed.

And I shall go again and often—
Perhaps you will go with me where
You can hear the songs of childhood
And kneel once more in prayer.

[*Felix McCusic.*

Digitized by Google

Personals.

As a "rustler," Bro. Crane, of 292, is a decided success.

S. A. BRIGGS performs the duties of Secretary for No. 54 to a queen's taste.

AS A receiver, J. E. Powell of No. 24, will compare favorably with the best.

JOHN HAGGART fills the bill as Master of 153. The members have all confidence in him.

THE interests of Great Western, No. 24, will not suffer while A. P. Fraker is at the helm.

THE Receiver of 153, Bro. G. K. Bates, is one of our most competent Receivers and does his Lodge great credit.

VERY encouraging reports come to us from Ft. Scott, Kan. Bro. Sargent says that 153 is coming to the front in good order.

H. W. RICE, of Buffalo No. 12, is now running into Brazil, Ind., on the Chicago & Indiana Coal Ry., and is doing well.

WE are pleased to hear so favorably from Great Western Lodge No. 24 through our Grand Master, who visited there not long ago.

JAS. HINDS, of 224, draws his check for a cool hundred and complacently says, "You fellers don't know how to foller an engine."

M. MARONEY is just such a man as every Lodge should have for Master. He presides over No. 78 with equal credit to himself and the Lodge.

FRANK NEBERGALL, the "old reliable" of 54, has a heart full of interest in our cause, and the boys are always glad to see him show up at meetings.

THE accident by which Bro. Chas. McAfee of 324, suffered the amputation of a leg is sincerely regretted by his lodge and the community at large.

THE Lodge at Holden, Mo., is fortunate to have a Receiver such as P. B. Scanlan. He is an old time member, and is well posted in the affairs of the Order.

THE Secretary of 292 need not hesitate to show up his "minutes" when a grand officer puts in an appearance, as they will bear the closest inspection.

THE members who compose Ashland Lodge No 223 rank with the best in our Order. They are ambitious and energetic and will be heard from in the future.

J. A. DICKINSON, of 224, has been promoted to a road engine and unfortunately met with an accident at Wagners, losing his mustache slick and clean.

BRO. ELMER NUTTING, the gentlemanly and efficient Master of 224, has gone to "Bosting" for a two months' vacation. Take care Elmer, "er ther goblins 'ill get yer."

IT is always a pleasure to meet Bro. Chas. Maier, of 24. Besides being a most congenial companion, he is one of our most earnest and effective workers in the Southwest.

OUR Moberly Lodge is reported in first-class condition by Grand Master Sargent. As long as W. P. Carlisle wields the gavel we have no misgiving as to the future of the Lodge.

IT would be difficult to find a more faithful and efficient Receiver than R. A. Blades, of 54. We know him of old, and to our certain knowledge he has never been found wanting.

WM. GLAIR, of No. 12, says the latest addition to his family will never make a locomotive fireman, but will make some good fireman a nice wife. Bro. and Mrs. Glair have the congratulations of the members of No. 12.

A PRETTY little boy has been added to the family of Bro. William T. Wilson, of Lodge 205. Bro. Wilson is very proud of his new boy, and has the congratulations of many friends.

THE boys at Holden, Mo., who make up Pochahontas No. 292, start out like old veterans. G. Y. Smith, who occupies the chair, is well qualified for that office and will make a creditable record.

No. 97 is doing well, the following brothers having been promoted: J. J. Lawton, C. E. Hammond, H. Davis, P. D. Hayes, H. C. Hall, A. L. Potter, W. A. Millsop and H. A. Hunter. Success to you, boys.

ONE of the most successful meetings held by Bro. Sargent on his recent trip West was at Sedalia, Mo., under the auspices of the Golden Eagle. Much interest was manifested and great good was accomplished.

MESSRS. BERQUIST AND BAKER, of Fort Worth, Tex., prominent members of the B. of L. E., and designers of the official chart of that Order, are most clever gentlemen, and we are always proud to meet them.

THE overwhelming majority by which Bro. J. Lynch, of 54, was re-elected city marshal of Moberly, Mo., is a handsome testimonial to that gentleman's popularity, and all the boys rejoice in his well deserved success.

F. J. KISTLER, of 9, who for some time past has been engaged in the coal trade, has recently made some investments which are panning out immensely. The prosperity of such men as Joe Kistler always affords us satisfaction.

F. E. WALKER, of Ashland No. 223, is giving excellent satisfaction on the right hand side. Though the youngest engineer on the line he is making a record equal to the best. Bro. Walker is deservedly popular among the boys.

EUGENE CRAWFORD, widely known throughout the Brotherhood, paid us a brief visit recently. In Bro. Crawford the members of 169 have a thorough-going Brotherhood man who has the highest respect of all who have ever met him.

FOR a jolly, good time and plenty of scenery, with a meal of fresh oysters thrown in, go to Savannah and meet the members of 245. Every one connected with her is generous to a fault, and whoever falls into their hands will meet with a warm reception.

COLLECTOR O. C. HENRY, of Beacon No. 111 is now the most important personage on the Bee Line sytem. A beautiful young daughter has lately arrived at his home and all hands have been rejoicing ever since. Mother and child are doing finely—father ditto.

THERE is a member of 47 who has a remarkable talent for painting. He can daily be seen "mixing paint" and painting his shovel, the side sheet of the fire-box and even the windows of his cab. He has an application filed with "Daddy" Notons for a position, and is recommended as an A No. 1 man. We hope he will meet with success.

AMONG the visiting members at the meeting held by Grand Master Sargent at Moberly, Mo., on May 3d, were noted Billy O'Neal of 28, J. F. DeGroat of 43, Edward Hall of 46, C. E. Fox of 56, John Brown of 78, Barney Englen and Chas. A. Finster of 157 and Chas. E. Clark of 264, all of whom are clever fellows and earnest members, and contributed largely to the success of the meeting.

DOMINION LODGE No. 67 has removed to the new I. O. O. F. Hall, on the corner of Queen and Brock streets, and henceforth the meetings will be held there. The hall is a magnificent one, and the committee deserves great credit for the selection. With their fine new hall and their elegant regalias the members of No. 67 will hardly know themselves. Master Addie looks like a monarch way up in his high chair at the head of the Lodge.

Digitized by Google

J. GRETHER and J. R. Nutty, Collector and Receiver of Hinton Lodge 236, are entitled to great credit for the splendid financial standing of their Lodge. They had a hard pull and a long pull, but at last their efforts have been crowned with succes and now every member of the Lodge is in good standing. Such men are an honor to a Lodge, and we hold them up as examples worthy of emulation.

HARRY BARNES, who will be remembered as the Grand Marshal at the Minneapolis Convention, whose horse insisted on leading the procession tail first, is now practicing on a saw horse so as to be in trim for our Atlanta meeting. He will be equipped with a portable turn-table so as to be prepared for all possible emergencies. Since his last experience Harry's faith in a blind nag is somewhat shaken.

AT Sedalia, Mo., a short time ago, Bro. Sargent had the pleasure to meet J. A. Leach, Esq., the founder and first Grand Master of our Order. Though no longer a member, Mr. Leach has a profound interest in our Order, and avails himself of every opportunity to aid its members. "Old Josh," as he is familiarly called, is widely known among Brotherhood firemen, and they gratefully remember the services he rendered the Order in its early years.

THE path of Bro. J. F. Faris, our diminutive (weight 280) and good natured friend from Sedalia, is not strewn with roses. While riding his consolidated pet the other day he came in contact with a train bound in the opposite direction, but before they met in affectionate embrace, Bro. F. bid a hasty adieu, and without stopping to arrange his toilet, took a bee line for Sedalia, via cornfield route, where he arrived in good condition, barring a broken spring-hanger and frame slightly sprung. We have ordered a double track laid on Faris' division, to take affect forthwith.

THE Hornellsville *Times* says: "Mr. Michael Keily and bride who have been spending a couple of days in this city, will leave for Bradford at noon to-day to visit Mr. Keily's parents who reside there. From thence they go to Dayton, N. Y., where they will make their home. Mr. Kelly is an engineer on the Bradford branch of the Erie, running between Bradford and Dayton. He is well known in this city, where he resided for a number of years, and his hosts of young friends have been making it interesting for him since his return. His bride is one of Dunkirk's brightest young ladies." In addition to the above we desire to say that Bro. Keily is a member of H. G. Brooks Lodge No. 169, and enjoys the highest esteem of a large circle of friends, who wish him all kinds of happiness.

In Memoriam.

Dedicated to the widow of the late Wm. Stewart, Engineer, who was killed April 22d by his engine breaking through a culvert.

Ah, lonely wife, how vain our efforts all,
To calm thee in this awful hour of woe.
Then weep, thy tears respected fall,
For mercy still to soothe they flow.

Now kneeling there thy sobs will cease,
Our Father hears thee, sorrowing one;
"Come unto me," He whispers, "Peace,"
"Yes, Lord, I hear, Thy will be done."

Look up then, through those tears and smile,
Behold in faith the promised shore—
Oh, farewell, husband, for a while,
I'm coming soon, thou'rt gone before.

—[*G. E. Scott.*

BROCKVILLE, ONT.

S. T. Goodell.

Any one knowing the whereabouts of S. T. Goodell, formerly a fireman on the C., St. P., M. & O. Ry., will confer a great favor by advising his mother, Mrs. C. T. Goodell, box 239, Cheyenne, Wyoming. The last heard from him he was at St. Paul.

For the Magazine.

TIME AND TIDE.

Time and tide will wait for no man, I have often heard it said,
And in fact it is an old saw that I have as often read—
Apropos of this same subject, it was but the other day,
I was at the railway station intending to go away.
Soon the train came rushing westward,—all aboard, the brakemen cry,
And as all the cars were crowded, the 'hind platform I did try.
Slow at first, we left the station, but as she increased her pace
A young man came rushing after, and it was a lively race.
He almost gained the 'hind platform, stretched his arm to reach the guard,
A sudden gust took off his hat, for the wind was blowing hard.
Almost driven to desperation, wildly flew his auburn hair.
Turning back towards station, his lips moved, but not in prayer.
Time and tide will wait for no man, I have often heard it said,
And in fact it is an old saw that I have as often read.

—*E. Splaine.*

F. COLLEY, formerly employed as brakeman on the Chicago & Atlantic Railway, who was with N. E. Daniels at Hammond, Indiana, during his dying hours, will confer a great favor if he will send his address to me. Mr. Colley being the only person with whom my brother conversed after being injured, I am very anxious to communicate with him, and any one knowing his address will receive my sincere thanks if they will kindly advise me. Railway papers please copy.

Wm. P. Daniels,
Cedar Rapids, Iowa.

Facts for Firemen.

Days are gone that were so sweet,
When girls were all so fair and neat,
But there are plenty yet in our dear land
Who would gladly accept a Fireman's hand.
We would not have the thing that way,
But for a maid we met one day,
Who stated it as plain as a woman can,
Now the facts are clear for the Fireman.

—[*G. Sell.*

ARGENTA, ARK.

ON the cover page will be found the advertisement of Bravo & Keyer, manufacturers of Grand Chief cigars, who have paid into the treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen the sum of $500.00 as royalty upon the sale of said brands of cigars. The cigars are of a superior quality and give excellent satisfaction. Our members are requested to give the Grand Chief brands a trial, and if satisfactory to call for them and smoke them and thereby "smoke for the good of the Order," inasmuch as the Brotherhood receives a royalty upon each cigar of the brand that is smoked.

ELSEWHERE appears the advertisement of Bro. J. J. Lannan, of Keystone Lodge No. 208, who has an improved Locomotive Engineer's Guide, Time and Pocket Book, which he offers at a very reasonable price. We have a copy on our table and recommend it as an excellent work. It is worth its price over and over again, and has never failed to give entire satisfaction.

Digitized by Google

The New York Meeting.

Pursuant to the announcement heretofore made, a Grand Union meeting was held at New York City on Sunday, May 15th, under the auspices of Just in Time Lodge, No. 149. The evening prior to the meeting, being the regular meeting night of No. 149, a large and interesting meeting was held by that lodge which was attended by a number of visiting members, all of whom were delighted with the dignified manner in which the business of the lodge was transacted.

At 10 o'clock A. M. on the 15th the union meeting was called to order in Tammany Hall, by Bro. F. C. Donigan, Master of Just in Time Lodge, No. 149. About fifty-five Lodges were represented and more than 900 members of the Order were in attendance. A most interesting meeting was had. Grand Master Sargent addressed the meeting at length, discussing in an able manner the vital issues of the hour. He was followed by Vice Grand Master Hannahan, who exemplified the secret work of the Order, and closed with an excellent address which was listened to with marked attention. Both the Grand Master and Vice Grand Master ably sustained their reputation and the dignity of their respective positions, and the hearty rounds of applause which followed their utterances attested their popularity with the members.

The enthusiasm which prevailed we have never seen equaled in any Brotherhood gathering. There were such demonstrations of approval as would have dismissed all misgivings as to the perpetuity of our Order in the East, had there been any. There was but one feeling, and that was *harmony*, and but one sentiment, *the good of the Order*, and all labored with zeal and fidelity to accomplish the greatest amount of good.

In the afternoon the public meeting was held and a large and enthusiastic audience had gathered to do honor to the Brotherhood. The following programme was prepared for the occasion:

Overture . . . . . Prof. F. S. McAuliffe's Orchestra
Meeting Opened . . . . . By the Chairman
Prayer and Address . . . . Rev. Dr. McCracken,
Chancellor University of New York
Address . . . . . Hon. Abram S. Hewitt,
Mayor New York City
Music, *Gavotte Viola* . . . . . Hill
Address . . . . . Charles A. Dana, Esq.,
Editor and Proprietor of the New York Sun
Music, Selections, *Ermine* . . . . . Jakobowski
Address . . . . . F. P. Sargent,
Grand Master, B. of L. F.
Music, Waltz, *Gilana* . . . . . Bucalossi
Address . . . . . Hon. W. Bourke Cockran.
Member of Congress
Music, Overture, *Bandit's Frolics* . . . . . Suppe
Address . . . . . J. J. Hannahan,
Vice Grand Master, B. of L. F.
Music, Cornet Solo, Selected . . . . . Walsh
Address . . . . . Hon. Chauncey M. Depew,
President N. Y. C. & H. R. R. R. Co.
Music, Galop, *Julien* . . . . . Racker
Address . . . . . E. V. Debs
Grand Sec'y and Treas. B. of L. F.
Closing Prayer . . . . . Rev. Dr. McCracken

Owing to the illness of Mr. Cockran that gentleman was unable to be present, but otherwise the programme was carried out in every particular.

The *New York Times* published the following report of the meeting:

Tammany Hall was te as crowded yesterday as it has been on many of the occasions when tics have been the attraction, by the union meeting of the Brotherhood of Locomotive Firemen, held under the auspices of Just-in-Time Lodge, No 149. The big hall was filled with well dressed gentlemen, while the side galleries were devoted to the fairer sex, of whom there was a very goodly company. Forty-eight lodges from the Middle Atlantic and New England States were represented. The meeting was a demonstrative one, and several times during the afternoon there were rounds of applause. McAuliffe's orchestra gave music between the speeches. Chairman Donigan introduced the Rev. Dr. McCracken, of the New York University, who made a short address and delivered a prayer. Then, without any preamble, the Chairman called upon Mayor Hewitt, who was sitting behind him. The Mayor was received with great applause. He looked pale and ill, but during his remarks he became extremely animated and kept his hearers intently listening.

"Members of the Brotherhood of Locomotive Firemen," he said, "when I was called upon by the committee which asked me to come here to-day I was, I confess, taken by surprise. In the first place, I was asked to welcome to the city of New York an association on the Sabbath day—the day of rest—and at first I felt that there might be some breach of the dignity of the position that I have the honor to fill in setting an example to my fellow-citizens of secular work upon the holy Sabbath. But when I reflected that the Sabbath was created for man, and not man for the Sabbath; that your occupation was such as to give you no other day of rest but the Sabbath, and that your association together was based upon the Christian principle of love and charity to men, I said to myself: 'To what higher and holier use could God's day be put than to bid welcome to New York the men who during the week are engaged in the service of their families and on the Sabbath day come together to do some service to themselves in a spirit of Christian brotherhood?'

"But I was surprised by the invitation for another reason. I had an impression that the events of the late Mayoralty campaign and all the discussions which have followed that campaign had in some way prejudiced the minds of the workingmen of New York against the man who happened to be the Mayor of this city. Forty years ago, beginning life as a poor boy, I thought I would join a society. I found one ready made to my hand. I didn't have to go to search for it. Curiously enough, the object of that society was exactly the same as that which I now hear proclaimed as something new. It was a society for the abolition of poverty. I was poor. I said, 'I'll do what I can to abolish poverty,' and what poverty did I set out to abolish? My own. The whole object of the social organization, the whole constitution of society has no object but that of abolishing all poverty. If every man will set to work diligently to abolish poverty in his own case it will disappear from the face of society. The reason why poverty does not disappear is because there are a great number of tramps and lazy fellows, called in the old law beggars and vagabonds, who do not want to abolish poverty. They live by poverty. They could abolish it quickly enough if they would go to work as you work and I work. There is no poverty in the world except the accidents of an overruling Providence.

"Is there any new society wanted for this purpose? Can they make any better laws to secure the abolition of poverty than have been made by the concentrated wisdom of mankind, and the experience of this government for 100 years? If they can invent any better remedy, any nostrum, why don't they make it known? Are not the Legislatures of this kind subservient instruments of men, to point out any mode by which the general welfare and wealth of the community may be increased? The fact is that the world at all times in the best possible condition that the knowledge existing at those times will admit. Public opinion registers itself as promptly as the thermometer registers the rising and falling heat, in the legislation of the country. If any man will point out any method by which society can be improved, and will get the judgment of his fellow-men in favor of his remedy, the work is done.

Digitized by Google

"Let me say to you that the reason why I felt gratified at this invitation was that it came from a body of men earning their bread by their daily labor but who understand the fundamental law by which society progresses and flourishes. They tell you that capital and labor are enemies. You tell me, in the preamble of a constitution which you seem to have adopted, that 'the interest of our members and their employes being identical we recognize the necessity of co-operation.' You have got the truth. Your best friend is capital, and you can't make an enemy of it. Capital cannot be made your enemy if it tried to be so. Take the primitive stage of society. What does the human instinct tell a family in the wilderness to do? To secure something ahead for the winter; to till the soil. What is the provision for the winter but capital? That will tide a family over the year. It is a beneficent law of labor that every man who is willing to work can produce more than he consumes.

"If the same spirit of abstinence, if the same spirit of self-reliance which brought men to this country when it was a howling wilderness and taught the way to subdue the continent and make it blossom with the rose and the fig tree is maintained, then there will be no cry for new organizations to abolish poverty. We can't all be rich, but every man who does become rich and saves up money is a benefactor. It is the duty of every man to save. The accumulation of capital thus saved is worthless unless it is used in the employment of men and machinery. No dollar can lay idle. It is, like the sunshine from heaven, like the dew which falls at night, bound to fructify and bring harvests which are to be distributed according to that measure of wisdom which the experience of mankind has developed, and the study of the ablest and most profound students in political science and the best men sitting on the bench and delivering jurisprudence as from the throne of heaven helped to improve. Thank heaven there is a Providence that shapes our ends.

"There are 30,000 locomotive firemen in the United States. Your organization represents better than anything else I know of the principle which is transforming the face of society—the power of association. In union there is strength. The railroad employes of the United States could buy the New York Central Railroad for the price of a glass of beer every day for eight years, but," added Mayor Hewitt, turning and bowing to Chauncey M. Depew, who had just arrived, "they could not buy its President. You can put your price on yourselves, but no combination of men, no attempt to lift yourselves by your shoulder straps, nothing but your innate value will change the inexorable law of nature, which is that everything has to be settled for on the doctrine of equivalency.

"It is your highest duty to organize. You are then in a compact form ready for negotiation with those higher powers. Mr. Depew would sooner hear a committee of the firemen than listen to each man; his time is valuable. It is his organizing power that keeps the locomotive engines running."

Mayor Hewitt said that none of the demagogues now acting in this country could make any impression upon the man who was working upon the savings of his labor. "Do you suppose that capital is going to take care of itself," he said "unless it is paid for doing it? There must be a motive for capital to save. It is the motive of compensation; but the beautiful law of Divine Providence is that capital accumulates faster than it is consumed, and that the rate which is paid for capital is therefore cheapened. The cheaper you can make capital the better it is for the workingmen, and if capital could only be had for nothing you could all quit your locomotive engines and go take a year's rest. But if capital could be had for nothing no one would produce it. The world of civilization would come to an end and you would be reduced to barbarism.

"Every drop of blood in the free American heart rebels against the infraction of the fundamental principles of human liberty. The highest expression of the human heart and judgment is the law, which is the only sovereign power in the country. No man and no set of men have the right to set up a new tribunal. Americans, inheritors of a great principle and of a blessing the value of which no man knows until he has been deprived of it, will never tolerate this idea. A delusion may possibly befog the public mind and perhaps I may go down under it—the denunciations which have been leveled against me because I dared to declare that an American has the right to be free may be too much for me—but truth will assert itself, and the great fundamental doctrine of our country will survive as long as this people is worthy and fit to be free."

Charles A. Dana said that there was more liberty in the United States than in any other country on God's earth. "It is here," he said, "because we are not crushed down by the great expenditures which in other countries weigh upon the people, owing to the necessity of supporting great courts and navies and armies. Here our Constitution is superior because there is less government in it than in any other country. There is no other country where the Government interferes so little with the interests, the occupations, and the freedom of the people as this."

Chauncey M. Depew, who was introduced as President of the New York Central and Hudson River Railroad Company, was received with vociferous applause.

"This is said to be the driest Sunday we have ever had in New York," he began. "The fact that we have been listening to speeches all the afternoon makes this meeting in full harmony with the occasion." Then Mr. Depew, perceiving that what he had said might possibly be construed into something impolite, went on to say that it was he, himself, who made the speech which might be called dry. "You have had the honor of listening to a man," he said, "who takes his rank as the ablest and most practical labor reformer in this country—Mayor Hewitt. [Applause.]

"I have been led to believe from experience that the fireman is the most popular vocation in the branches of railroad industry. Of 100 applications for employment which come to me every day, at least twenty are for the position of fireman. When I go out on the road and stop at the station the farmers and boys come down and never want anything else but fire. [Laughter.] I take it that the reason is that the man who is worth saving wants for his future career work, excitement, and opportunity to rise. That is precisely what the fireman has, and the farmer boy, as he holds the plow and sees the train thundering past fields comes to the conclusion that the one thing in the world which represents progress and life is the life of the fireman. He knows that it has excitement and he knows that it has promotion if he is worthy of it when the time comes.

"The country is getting full of fellows who are not worth saving. They come from no particular class. They come from the parlors of the rich, the houses of the great business men of the country, from the homes of farmers, mechanics, and laborers, young men whose whole idea is to get on without work, or by some one else's work. They are not worth saving. I recollect an instance in Peekskill, and by the bye, speaking on every subject for the last twenty-five years, I have always found Peekskill illustrative. This fellow at Peekskill would not work. I went to the village some time ago. He was about 40 years of age then, and they told me he was just going to be married. I went to him. 'You going to be married,' said I. 'Why, you can't support one side.' He looked at me, then said: 'It's a mighty poor woman that can't support the other side.' [Laughter.]

"I believe in organizations just like yours," continued Mr. Depew, "for protection, for charity, for sobriety and for industry. The two main elements of success in this world, of anti-poverty in this world, are sobriety and industry. The two best elements of industry are the Brotherhoods of Firemen and Engineers. [Tremendous applause.] The two gentlemen who are seeking to abolish poverty just now are most honorable men and theorists, but you can pass resolutions in all the meetings in the United States that there must be no more smallpox, but smallpox there will be, all the same. [Laughter.]

"It is proper in these days that there should be organization for the simple reason that the business

Digitized by Google

in this world cannot be carried on in any other way. I have kept a record of all the boys who started with me in life, and as I look back, standing now 50 years of age, every one of those men who was sober and did not squander his money owns his home and his independence. Every one of them who drank is dead. If there is one place where more than another drinking cannot be permitted it is in the railroad industries. I have put on my best Sunday clothes—my store clothes—to preach to you these doctrines. [Laughter.]

"The New York Central Railroad will earn this year perhaps $34,000,000. Of that sum $12,000,000 will go for wages to you and to me; $8,000,000,000 go for coal, oil, lumber, and repairs. That leaves $3,000,000 for the stockholders. Is that the bloated capitalist who pays $30,400,000, and bloats on $3,600,000? [Laughter.] None of them have burst with the bloat as yet. You would know how they feel about it if you stood in my position and saw them coming in for more dividends.

"We railroad people are a great force in this country. At least one-tenth of the labor in this country owes its existence entirely to the railroads. It is a mighty power, and it is subject to so much abuse and misrepresentation that it should intelligently understand what it is and what it does. The railroad service of this country is a permanent service. There are 22,000 men on the pay roll of the New York Central people, and half of them have been on that pay roll for years."

Mr. Depew said that railroad people ought to be able to intelligently discuss the questions of the day. They should look into the saloon question, and they should tell the Government they did not want imported labor.

GRAND MASTER'S ADDRESS.

Grand Master F. P. Sargent was received with round after round of applause, and spoke as follows:

Mr. Chairman, Ladies and Gentlemen and Brothers:

We have assembled here in this great city, the chief metropolis of our country, the home of thousands of laboring men and women; where gather men of all nations, where wealth is counted by the millions, and where statesmen and men of literary fame, rulers and governors and lords of high degree, together with those of the humbler walks of life, daily wend their way to the temple of justice, the hall of art and science, the stock exchange, the bank, the mercantile house, or to more humble occupations, there to engage in the busy scenes of life.

We are the guests of a number of working men, whose daily labor consists in managing and furnishing the propelling power for the Elevated Railway of this city, upon which 400,000 to 500,000 people are carried each day in the year. We are also representing 17,000 men, who are employed upon thousands of miles of the commercial highways of the continent, directing the iron horse or feeding the roaring furnace as it draws its train of human freight or the product of the farm and loom, the mine and workshop, thus bringing us into daily communication with our neighboring cities and towns, exchanging the products of one country for those of another, furnishing a source of revenue and making our own America the most prosperous nation under the sun. It is a well known fact that one of the best means of civilization is the railway. What would be the condition of our country to-day were we to depend upon the lumbering omnibus or the clumsy stage coach for transpotation? How many large cities would we have in the West were there no railways?

Think you that our Chicago (New York's coming rival) would be the magnificent city that she is? that our Porkopolis, St. Louis, Kansas City, or far off San Francisco would boast of such fabulous growth as we read of at the present time? Would the prairies of Nebraska and Colorado, or the famed Garden Spot—Kansas, have their surface dotted with city, town and hamlet, or the plains of New Mexico and Texas and the deserts of Arizona be the home of the countless herds of cattle and the rich storehouse of nature's wealth, containing gold, silver and other precious ores, be opened for the use of man were there no such means of transportation as the railroad? I am thinking we would see an entirely different condition of things if the steam cars were not one of our means of travel. I doubt if there would be quite as many people emigrating to America from foreign countries; that there would be more unsettled domain in the United States; less large cities and a decreased population. I believe all are willing to acknowledge the great benefit the railways are to our country; that our present state of civilization is largely due to them, and that we could not possibly dispense with their services as they are essential to our existence as a nation. Realizing the importance of this great factor let us for a few moments consider the class of men that are employed upon these commercial highways. Now in considering the employes of railways, I wish to speak of every class of employe from president to fireman. The president of the line of railway is naught but an employe, yet vested with authority exceeding all others. He is employed by the directors to manage the affairs of the company, and I should presume he worked on salary. His position is an arduous one and worthy of consideration. It is he who regulates the salaries, makes appointments filling subordinnate positions, inquires into all grievances and settles all disputes arising between subordinates under him. He is supposed to be a practical railroad man, fully conversant with all the different branches of the service, courteous to his subordinates, be they of high or low position, generous and kind, thereby gaining the esteem of all the people with whom he comes in contact, ready to lend his support to every institution that will elevate mankind. Such a man employed as President of one of our railroads is worthy of our highest esteem, and we owe much to him for the work he is doing. We have those men in our land and I am proud to stand in the presence of some of them on this occasion, and I am confident that the efforts put forth by them towards the proper management of railway inter ests and promoting the welfare of those in their employ will cause their names to be reverenced long after they have passed from the sphere of action. Following the President we have the General Managers, Superintendents and Master Mechanics, all employes, yet vested with authority, and who contribute largely toward the successful administration of affairs of the roads by whom they are employed. While the authority vested in them does not exceed that of the President, yet in their several departments there are exceedingly weighty responsibilities resting upon them which require strict attention to duties, thereby making their position one of labor both mental and manual.

These employes are entitled to credit for the part they take in carrying on the affairs of the road they represent, and we would honor every General Manager, Superintendent and Master Mechanic who is a thorough disciplinarian and who has the same courteous consideration for those employed under him as we look for in the President.

There is the Train Dispatcher, upon whom rests the responsibility of the moving trains, and one to whom scarcely a thought is given by the traveling public; who, sitting at his desk, his hand upon the electric key, issues orders governing the movement of trains miles away, knowing that one single error might cost hundreds of lives and the loss of thousands of dollars worth of property. He is an employe we should consider, and he plays no small part in this moving drama of commerce.

The Conductor comes in for his share of credit, as he manages the affairs of his train, looks after the welfare of his passengers, and the financial interests of the Company, pays strict attention to his orders, and as the papers report it, makes fast runs. To him let proper respect be given, for he is indispensible to the railway service.

The Brakemen who are employed to do the circular work upon freight trains or call out unheard of names for stations along the line, rustle freight as the saying goes, or switch for hours at some way station without recompense—and no dinner, takes an important character in the life of railroading, and without him it would be impossible to make a time card or a change of officials. We would not pass

Digitized by Google

him by unnoticed. Let him have a little credit in the work of civilizing the country.

The Section Men who keep the roadway in safe condition all do their part towards carrying on our immense railway interests.

But now we arrive at a class of men who are more essential to the management of railways than any other, for without them the President, General Manager, Superintendent, Master Mechanic, Train Dispatcher, Conductor, Brakeman and Trackman could be dispensed with and our vast lines of railroads would be useless as far as transportation is concerned, and could be fenced up or turned into a turnpike for the antiquarian stage coach.

The Locomotive Engineer and Fireman, the leading and heavy men of commercial highways, now claim our attention, and although last mentioned we find them most needed in carrying on the work that devolves upon this branch of industry. Locomotive engines are mighty machines and capable of doing great things, but in order to perform their duties there must be one capable of managing them: one who knows how to care for the machinery, and to regulate the speed, also to ornament the right hand side when on the road, to watch for obstructions and to see that the train is taken to its destination on time. He must be a man of nerve, capaple of facing danger in all of its perilous situations, never turning from the path of duty. This is the Engineer, while upon the deck of the engine must stand the Main Crank Pin of the entire railway service, and without which the powerful locomotive would be but a helpless mass of iron and steel, of no more use than a water logged ship drifting before a gale. Steam is what moves the mighty engine. Steam is what hauls the immense trains up the mountain side or through the valley, and without steam of what avail would be the locomotive? To constitute steam requires water and fire. But with the boiler filled with water and no fire you are still as helpless as before, but when the Locomotive Fireman steps on the deck of the engine, swings open the door and fills her with combustible fuel, applies the torch, flames leap forth, heat produces steam, and then the engineer is in position to perform his duties, the train moves off, Conductor, Brakeman and all other branches of railway service are brought into action and the great commercial highways are crowded with trains filled with passengers and merchandise. The sun of prosperity shines upon ever hand and the Locomotive Engineer and Firemen are crowned Kings of the Rail.

It is of the Locomotive Engineer and Fireman that we would speak, and more especially of the Fireman, as it is his interests that are largely represented at this gathering. There are many of you here who have worked your way from the lowest position to the highest, and no doubt you have noticed the great improvement in the moral condition of railway employes, while their social standing has materially advanced. I presume there may be some among you that can remember the day when to be a railroad man was to be isolated from society; that the reputation of railroad employes was not the best.

This was in the days when Orders like the Brotherhood of Engineers, Brotherhood of Firemen, Order of Railway Conductors, Brotherhood of Brakemen, Yard Masters' Benevolent Association and Switchmen's Union were unknown. It was in the year of 1855 that the first organization of Engineers was formed, and you might say reform commenced among railway men. A few Locomotive Engineers conceived the idea of forming the Knights of the Footboard, which afterwards developed into what is now known as the Brotherhood of Locomotive Engineers. From the outset the teachings of the organization were Sobriety and Morality, two precepts, if practiced, which make one better.

The work thus commenced by the Engineers was taken up by the Locomotive Firemen in 1873, prompted by a desire to improve their condition as Locomotive Firemen, both morally and socially, knowing how much benefit was derived from organization, by being banded together by chords of Fraternity. On the 7th of December 1873, at Port Jervis, in this state, eleven men following the vocation of Enginemen, laid the first corner stone in the Institution which to-day is so largely represented in this city, the Brotherhood of Locomotive Firemen, and it is to this Brotherhood that we especially invite attention.

One of the most essential things in connection with the building of an edifice, or the commencement of any work is to lay a proper foundation, and the original foundation of the Brotherhood must have been well laid to have stood all the storms and adversities of the past thirteen years and stand to-day without a peer in the Labor World. Growing from a membership of eleven to seventeen thousand; from one Lodge to three hundred and fifty; yet such is the history of our Order and will contiue to be as long as its teachings are such as are contained in its motto, "Protection, Charity, Sobriety and Industry," and its members live up to those teachings. In the original foundation there were laid three principal corner stones, Benevolence, Sobriety and Industry, and upon this fouudation commenced to build the structure. At first it was discouraging work and obstacles were met with on every hand. Railroad officials were not favorable toward the Brotherhood, being suspicious that it was for the purpose of causing strife and dissension bebetween employer and employe, while the charater of the men themselves was such that good materia was not always on hand to organize new Lodges, but the founders were not to be discouraged, and being determined, persistently labored in the interests of the Order.

The good influence went forth. Locomotive Firemen began to see the benefit of belonging to the Brotherhood and came flocking to its standard. The teachings of Sobriety caused the railroad official to look with favor upon the Order, while the Benevolent work in caring for the sick and distressed won for the Brotherhood the endorsement of the people, and to-day she stands before you with a record free from any stain or blemish, and whose mission has been and is one of Charity and Peace.

We come before you to-day proud of the men that follow the calling of Locomotive Enginemen. We have seen them through the teaching of our Order become respectable men in society. We have seen them turned from the influence of the saloon and the wine cup to the smile and happy greeting of wife and little ones; from the careless, indolent Fireman to the painstaking Engineer; from spending all earnings for vain things to saving and placing in bank or a home; from a restless, roving, disposition, caring for none but self, to a happy husband and father; from a neglectful son to a support to an an aged mother; all through the influence of the Brotherhood which to-day you honor with your presence. We have seen the benevolent work of our Order clearly demonstrated in all parts of our land by caring for the widows and orphans of our departed dead, while the lifeless remains of our Brothers have been taken from beneath the wreck and borne to their homes and given a Christian burial and suitable monuments are erected to perpetuate the memory of their fidelity to duty. Such is the work of the Order that to-day has Lodge Fires brightly burning through the entire country, and whose badge of membership is worn wherever the Locomotive proclaims the advance of civilization. We do not hold ourselves up as above others, neither do we claim to be perfect, but we do believe that the work we are engaged in is worthy of the endorsement of men in all positions in life, and in order to place our aims and objects properly before you, we have gathered within these walls.

Our laws are stringent, and we do not admit into our Order every man that fires a Locomotive. There are many Firemen employed upon Locomotives that are not worthy of admission, while I am sorry to say there are men within our fold who could do the Order no better service than to withdraw from membership; yet these men do not detract from the principles of the Order although they oftimes bring discredit upon it. What we strive to do is only to have worthy men upon our rolls; to teach the principles of Charity, Sobriety and Industry, and offer to Railway Managers throughout the land a class of men that will be prompt in the discharge of every obligation and faithful at their post. We desire to have our members attentive to their duties as Firemen, taking pride in their calling, respectful and obedient to those in authority over them, remembering that it does not cost anything to speak

Digitized by Google

kindly to all, while it oftimes brings good results. Looking for something higher, yet ever remembering that those who have been most successful in life are those who despise not small things, but in whatever capacity they were employed did that duty faithfully and cheerfully. We believe that from our ranks must come our future Engineers, and it behooves us as Firemen and as an organization to so fit ourselves that when we are advanced to that honorable calling we will bring credit upon the Order. We should not be over anxious for promotion to an Engineer. First let us be good Firemen. The great trouble with Firemen is they are always looking forward to promotion so anxiously that they are apt to forget the necessity of becoming a good Fireman. Promotion comes to all deserving, unless through prejudice or favoritism men are sometimes kept back, but those cases are rare and are easily disposed of, and should not be discouraged, but by doing our level best show to our employers that we are fitted for higher positions, and when time come for promotion we will receive it. Then when you become an Engineer do not consider yourself above your associates who you have left on the other side, and ignore them. Remember the day when you were a Fireman, and extend the helping hand to them, speak kindly to them; it will not cost any more than it will for you to feel that because you are an Engineer you are above a Fireman. A true gentleman regards social position and moral worth. A manly man will speak as courteously to the poorest beggar in the street as to the millionaire in his palatial banking house. Let not the occupation a man is engaged in govern you in the estimation of his character but let his daily walks in life, his conversation and habits be your guide, and if you find him honest and upright, no matter how humble his situation, treat him with respect. Live up to the teachings of the Brotherhood and you will be respected by all.

Out from the ranks of the Firemen may come the Railway President, the General Manager and the Master Mechanic, hence my brethren let this be an incentive to more faithful attention to duty. Have a care of your family and those dependent upon you; keep up your standing in the Brotherhood, so that when disaster overtakes you that you will be in a position to obtain the benefits of the Order. Attend meetings with regularity, keeping yourselves well informed upon all questions relative to the Order; improve your time by either reading some good work on the Locomotive, or watching the workmen in the shops as he repairs or builds anew the different parts of the machine you some day hope to control, thereby fitting yourselves for competent Engineers.

I have thus far addressed you in regard to our benevolent and moral work, but I have not yet spoken of our Order as a labor organization, which we are. Knowing that only by organized effort we can protect ourselves we have adopted certain methods whereby we can obtain justice at the hands of our employers. The Brotherhood of Locomotive Firemen asks nothing that is not just; we do not want one penny more than we rightfully earn; we believe that our calling is one that should command good wages for faithful service, and we desire also that all our members shall render such service.

Our system of adjusting grievances is by arbitration, believing this is the only sure method of preserving harmony between employer and employe. If at any time we feel aggrieved we make a statement of our grievance and place it in the hands of the Board of Adjustment of the local Lodge. The chairman of this Board, through its Secretary, calls the members together and examines into the merits of the grievance, and if considered just, the Board so reports to the Lodge with proper recommendations, and if the Lodge considers the grievance worthy of action it orders the Board to proceed to adjust the matter. The committee then call on the Master Mechanic and General Superintendent, and in a gentlemanly manner lay the grievance before them, and if possible arrive at a satisfactory settlement. If the Master Mechanic and Superintendent have not the power or show no disposition to treat with the Board, they go to the General Manager, from him to the President, and so on until all means have been exhausted to secure an adjustment. If they fail they send for their Chief Executive, and on his arrival, he, in connection with the Board, again uses all means within reason to effect a settlement. Failing again, it then lies in the power of the Grand Master to order the men to quit work, or, in more plain terms, to strike. Now, the Brotherhood of Locomotive Firemen have been in existence nearly fourteen years and during that time we have not been involved in a single strike. We believe that the conservative stand that has always been taken, and the intelligence of the men who have been our leaders and committees have been the means of making this record. We recognize the fact that our employer has certain rights that we as employes are bound to respect, and it is never our purpose to antagonize. Justice is our motto; justice not only to ourselves, but to our employer. I believe that if organizations of labor keep in mind that great principle, and are officered by men who are conservative, who are willing to look at both sides of a question and settle on a basis of equal justice to both employer and employe, and when the employer will be willing to treat his employe with that spirit of fairness which is due all faithful workmen, recognizing in them men of intelligence, capable of knowing right from wrong, then strikes and strife will seldom come. I desire the members of the Brotherhood of Locomotive Firemen to so conduct themselves that when they go before a General Manager, Superintendent or Master Mechanic, they will meet with those courtesies due a manly man. I want General Managers, Superintendents and Master Mechanics to feel that they have in a member of the Brotherhood of Locomotive Firemen a faithful employe, one in whom they can place confidence, and when he comes to them in a respectful way and lays before them a grievance that they will give him a hearing and render him justice.

It has been said that Firemen would never be recognized by railway officials in the adjustment of grievances. I desire to dispel any such opinion from the minds of all. During the last two years we have had a large number of our committees wait on Presidents and General Managers, and in every instance they were cordially treated and received a satisfactory advance of pay, and the result is that Firemen are looked upon by officials as men capable of reasoning, that they are qualified to go before a President or General Manager and discuss questions relative to their vocation. The Brotherhood feels proud of its record, and it is our purpose to carry forward our good work in the same straight-forward way. We ask nothing of our employer but what is reasonable, believing that it is the policy of Railway Managers of the present day to treat with their employers in a fair and liberal manner. It has been my experience during the limited time that I have been connected with railroads that most of the dissatisfaction that arises between employer and employe originates from the overbearing, tyrannical action of some petty foreman, oftimes a Master Mechanic, and employes censure the higher officials, and sometimes affairs assume a serious aspect, when, if the employe would go to the proper authority, the President or General Manager, and lay his grievance before them he would get immediate satisfaction. Oftimes the officials know nothing of the existence of any dissatisfaction until they are informed that the employe has struck; then it is too late to present the true situation to the President or Manager, who, having had no intimation of trouble, feels greatly incensed at the action of the employe and immediately turns against him, when had the facts been presented to him, the foreman or petty boss that caused the dissatisfaction would have been looking for employment, while the employe would have had justice. There is only one way to adjust our grievances, and that is by a careful statement to the proper authority. Then if we fail to obtain satisfaction we can feel that we have done our duty, and the responsibility rests with the employer, not with the employe. It is our purpose to do all we can to advance the interests of the men who make up our ranks, believing that as long as the principles of our Order are strictly adhered to, that we shall have the respect of all good people. Let us be more faithful in the observance of our laws and in the

Digitized by Google

discharge of our duties, showing by faithful service to our employer that we are worthy of his esteem, and that our services are valuable to him, and that when vacancies exist, men of the Brotherhood will be sought after. If we find a man in our ranks who violates the duties of membership, proves himself unworthy of belonging to the Order, see to it that he steps down and out and makes room for a better man, thus proving to all that we are living true to our principles; then will we prosper and accomplish our mission.

Before closing, I desire to pay tribute to our sister organizations in the Labor World. The Brotherhood of Locomotive Engineers, the pioneer among the Brotherhoods, has the best wishes of the Knights of the Scoop and Pick. Our close relations in life should bind us together in bonds of sympathy, and while each preserves its own individuality, yet we should extend the hand of Fellowship and stand ready to assist each other in all things that will tend to advance the welfare of the men who make up our ranks. Let Brotherly love prevail, and let us so live as engineer and fireman, that when the last hour shall come and we are called before the Grand Chief and Grand Master above that we may receive that reward that awaits all those who obey the teachings of the Holy Writ. Do unto others as ye would that they should do unto you.

The Order of Railway Conductors and Brotherhood of Railway Brakemen, Yardmasters' and Switchmen's Associations, and all classes of labor organized for the purpose of improving their condition, have the sympathy and good will of the Brotherhood of Locomotive Firemen, and may all your endeavors in the right direction be the means of advancing the standing of the members in your respective Orders. We admire the rapid strides you are making, and if you live true to the teachings and principles laid down for your guidance success will surely crown your efforts.

To the distinguished gentlemen present, who have so ably addressed us on this occasion, I desire to extend the thanks of our entire Order. Let the advice given us be heeded, Let us, on going to our respective homes, carry with us pleasant recollections of the time spent in their presence, heeding their kind admonition to live true to our principles —Protection, Charity, Sobriety and Industry.

To the ladies who add to the pleasure of the meeting by their presence, the Brotherhood pays the homage of a grateful heart. Throughout our entire history, the ladies have always given us their support. We have found them our warm friends. They have decorated our lodge rooms with the work of their hands, thus making pleasant the hearthstones of our Brotherhood. They have spoken words of encouragement in the darkest hours, infusing new life into the members of some delinquent Lodge, and we would be ungrateful did we forget how much we owe to the mothers, sisters, wives and sweethearts of our members, and to-day as your pleasant smiles greet us we feel more determined to push forward in the good work that we have obligated ourselves to perform. May your pathway through life be in pleasant places, and may Heaven's choicest blessings descend upon the ladies throughout the land.

To the members of Just in Time Lodge of this city we owe a debt of gratitude for the magnificent reception accorded the invited guests and visiting members. Never in the history of the Order has there been held a meeting of more interest than I feel this one has been, while the benefits to the organization cannot be estimated, and I trust that the effort put forth by our local Lodge in this city will be appreciated by every member of the Brotherhood.

And now, thanking you one and all for the kind attention given me, and trusting that the blessing of the Father above will be vouchsafed to all organizations of labor that have such teachings as will make God-fearing, law-abiding citizens, I bid you all a God speed in whatever mission you may be engaged.

VICE GRAND MASTER'S ADDRESS.

One of the most logical and effective addresses of the day was that of Vice Grand Master J. J. Hannahan. It was full of telling points which were heartily appreciated by the audience. We regret exceedingly our inability to secure the manuscript, otherwise the address of our Vice Grand Master would have been given in full.

At the close of the meeting a banquet was served which did great credit to the committee in charge.

It is but just to say that every detail of the meeting was arranged with the most exact precision, and of all the meetings we have ever attended not one passed off so pleasantly and successfully, with so little complaint and such lavish praise. The members of No. 149 may well congratulate themselves on the success they achieved. They were the recipients of the most extravagant compliments upon every hand, and well did they deserve them, for nothing was left undone on their part to meet every requirement of the occasion. The effect of the meeting was instantaneous. Public sympathy was at once enlisted, the name of the Brotherhood was upon every tongue and its mission and purposes were lauded by every man, woman and child in attendance.

We have not half exhausted the subject, nor given our readers half of what should be reported in connection with the meeting, but unfortunately our space has given out, and we are compelled to omit much we had intended to publish. Those who were present will find this a very incomplete report of the largest and best union meeting on record, and we ask their forbearance on the ground assigned above.

We shall always cherish the most pleasurable recollections of our experiences at the New York union meeting.

NOTES.

The banquet was great. It reflected great credit upon the Committee.

We were pleased to meet Bro. Wm. J. McColl, who for a long time was a most faithful officer of the Lodge.

Joe Cash is about to launch into the real estate business. He has procured the necessary map and is now engaged in locating his claim.

S. Loasby is the most perfect mimic of the age. We are indebted to his representations for many a earty laugh. When you leave home, Sam, come around this way.

Bro. P. Witzel was not slow in getting around. In his capacity as Magazine Agent he has his hands full, but he found ample time, nevertheless, to contribute valuable services to the meeting.

M. Clancy, conductor on the N. Y. P. & O., between Kent and Salamanca, is one of the most clever of gentlemen. He will please accept our thanks for the very courteous treatment we received at his hands.

In response to an appeal for charity, the sum of $40.50 was collected by donation, for the widow of an expelled member at Harrisburg, Pa. This act toward the unfortunate widow of a fellow-fireman, though not a member of the Order, speaks in glowing terms of the charitable disposition of the members of our fraternity.

Digitized by Google

Past Master George Ford took a very active part in the meeting and contributed materially to its success. The Lodge has unbounded confidence in in Bro. Ford's excellent judgment, and hence his influence is felt upon all such occasions.

When Frank Dupell announced that Bro. Harry Walton, chairman of the Grand Executive Board would be unable to attend on account of illness, expressions of universal regret were heard. The boys are always glad to meet and greet the "Mighty Majesty of the Law."

A perpetual smile plays upon the countenance of Bro. F. C. Donigan, the popular master of 149. The first impression if that he is up to something, but a more intimate acquaintance dispels and such thought. His smiles are but the index of a clear conscience and a heart as warm as June.

Mat Turney and Tom Riley, two genial members of 210, and "old Pards," in the best sense of the term, were present and participated in the meeting. They are whole-souled, broad-guage members of the Order, whom it is always a pleasure to meet and grasp by the hand.

While at Cleveland we called to pay our respects to Mr. G. W. Beach, General Manager of the Bee Line, but that gentleman was out of the city. We had a very pleasant interview with Mr. Switz, Chief Clerk, who is a most agreeable gentleman as well as one of the brightest young railroad men in the country.

We regret our inability to secure, in time for publication, the manuscript of Vice Grand Master Hannahan's address. We would like to give it in full for the benefit of our readers. It was one of the best labor speeches of the day and did credit to the Order as well as the speaker.

One of the most pleasant features of the meeting was the marriage of Bro. C. A. VanZandt, of No. 149, to one of the most amiable little ladies in New York, which was solemnized at the residence of the bride's parents, on the evening of the 15th. Quite a large number of members were present and extended their hearty congratulations to the contracting parties.

Vice Grand Master Hannahan attended the meeting under the most distressing circumstances. His wife was critically ill and Bro. Hannahan was greatly alarmed, but when the time came to go Mrs. Hannahan said bravely and determinedly: "*John, do your duty to the Brotherhood, I shall be able to take care of myself.*" John went and performed his duty for which both he and his faithful wife deserve the grateful appreciation of our entire membership.

The speech of Grand Master Sargent is commended to the thoughtful consideration of every member of our Order. It is conservative, logical and sound and will stand the test of the most critical analysis. Such sentiments, expressed by our chief executive, invite for our Order universal commendation and give us a place among the leading labor organizations of the day. The speech was delivered in Bro. Sargent's happiest vein, it was applauded again and again, and won for the speaker the richest laurels of the occasion.

At the Union Meeting of the Brotherhood of Locomotive Firemen held in Tamnany Hall, 14th street near 3d avenue, New York City, May 15, 1887, the following resolutions was unanimously adopted:

Resolved, That the Brotherhood of Locomotive Firemen in union meeting assembled, do hereby manifest their entire gratification and sincere thanks for your nomination of Mr. M. Rickard to the high and important position of Railroad Commissioner of the State of New York.

Resolved, That a copy of these resolutions be forwarded to Hon. David B. Hill, Governor of New York, as a testimonial for his recognition of a representative workingman, and a thorough railroad man.

Resolved, That a copy of these resolutions be placed on record at the office of the Grand Lodge Brotherhood of Locomotive Firemen, located at Terre Haute, Ind.

Resolved, Resolved that these resolutions be published in the *Locomotive Firemen's Magazine.*

Fraternally submitted,

F. C. DONIGAN,
GEORGE FORD,
SAMUEL LOASBY,
PETER WITZEL,
W. A. WILSON,
} *Committee.*

We are suddenly cut short in our "notes" by the announcement from the printer that "space is up." We reluctantly lay our pen aside, for we "have it in" for quite a number of the boys, to whom we would like to give a gentle "touching up." We will try to reach them next time.

Amusements.

ROCHESTER, N. Y.

We have received the following account of the fifth annual ball and reception of Rochester Lodge No. 99:

Rochester Lodge, Brotherhood of Locomotive Firemen, gave its fifth annual reception and ball at the New Osburn house last evening and scored another success. The attendance was large, many visitors being present from other lodges. The hall was handsomely decorated with flags and streamers and a profusion of flowers. Supper was served in the dining room of the hotel at half-past eleven o'clock and a substantial menu was thoroughly discussed. Music was furnished by Highland's orchestra. A most enjoyable evening was pleasantly passed and dancing was kept up till a late hour. Much credit is due the committees which had the matter in charge, and were composed of the following gentlemen: Arrangement, M. Mulvey, chairman; George Higbie, George Kingsley, William Teasdale, A. J. Webe, William Collopy; floor, William Upton, C. DeSacia, Del Cary, L. Schaffer, J. Boland; reception, W. Couch, O. A. Lambert, J. P. O'Loughlin, R. Pettinger, J. Wise, J. Clark, C. Riley, B. Pettinger, Charles Gladwish, J. Hanley, C. Simpson.

EMPORIA, KAN.

The late ball of Emporia Lodge No. 53, was a magnificent success and the boys are highly elated over it. We have been favored with the following report which appeared in the Globe:

Of the many successful balls held in Emporia this season that given by the Brotherhood of Locomotive Firemen last evening, in point of attendance and perfect arrangement, takes the front place. Such a crowd of dancers has never before gathered in the rink. It is estimated that nearly two hundred couples were dancing on the floor at one time and standing room in the nooks and corners was at a premium.

The decorations were simply lovely. Above the dancers' heads flag streamers and bunting; around the room hundreds of Sante Fe signal and Chinese lanterns and signal flags were artistically araanged. The charter, paintings, engravings and photographs of the Brotherhood Lodge of Emporia, No. 53, hung

Digitized by Google

about the walls and helped to make the picture of beauty complete. On the stage was a large horse-shoe of flowers which the firemen's emblem of shovel and coal pick supported. Everywhere the eye was caught with pleasing designs presented by lady friends of the sturdy and reliable men, whose motto and practice is protection, industry, charity and sobriety.

On the south side of the room a small and narrow platform surrounded by a railing had been erected and on this an embankment of dirt was made and a track laid. A miniature engine at a standstill was on the track. Directly below the track and almost beneath the engine was a rocky culvert and the entrance to this was blocked by a cabinet photograph of the master mechanic of the lodge.

The music for the dance was furnished by B. F. Romaine's orchestra of ten pieces and the delightful strains of music kept the dancers from thinking the long but well selected program tiresome. The floor managers, John Gallagher, Jas. T. Bunt, John M. Gaha, Chas. Thompson and E. J. Middaugh, were taxed to their utmost to control the floor so great was the crowd. That they managed matters cleverly was proven by the general good nature exhibited by all those dancing. "Home sweet home," cleared the floor at about three o'clock and ended a dance that will long be remembered, or as one gentleman puts it, "such dances as this are given but once a year and then the fireman are at the back of it."

AUSTIN, MINN.

From the *Austin Register* we clip the following account of the ball of Comet Lodge No. 126: The Easter ball given at Armory hall Monday night by Comet Lodge No. 126, Brotherhood of Locomotive Firemen, was one of the most successful in the history of the division. The hall was crowded to its utmost capacity, but at this writing we are unable to give the number of tickets sold, as all the members acted as agents. The Bohemian string band discoursed their sweet strains of melody, and naught occurred to mar the pleasure of the evening. The party was one which reflects great credit upon the Austin Lodge,—which is composed of as fine boys as ever watched the pointer of a steam guage.

PITTSBURGH, PA.

The *Evening Penny Press* of Pittsburgh, gives the following report of the late ball of Iron City Lodge No. 218, viz: The ball of Iron City Lodge No. 318, Brotherhood of Locomotive Firemen, at Hazelwood last night, was an interesting and highly satisfactory affair, creditable alike to the men and managers. The rink was tastefully decorated with flags, red, white and green lanterns and the mottoes of every Lodge of the society in the United States, displayed on large banners. The shovel and pick used in the locomotive tanks were displayed on the stage as emblems of the order. About 150 couples graced the ball room—honest-looking, handsome young fellows with their pretty sweethearts and wives.

PERTH AMBOY, N. J.

As will be seen by the following report, the first annual ball of James Donnelly Lodge No. 350 was a flattering success and highly creditable to the boys:

The first annual ball of James Donnelly Lodge No. 350, Brotherhood of Locomotive Firemen, in the City Hall, on Monday evening last, was a brilliant affair and was well managed throughout. Mr. George F. Disbrow, of South Amboy, was Master of ceremonies, but the responsibilities were borne by Mr. W. J. Dougherty, Master of the Lodge. The hall was beautifully decorated and was the handwork of Messrs. J. L. and William Tooker, assisted by Mr. William O'Hara and the Ladies' Committee, consisting of Miss Dora Hallahan, Miss Mamie Toomey, and Miss Maggie Toomey. An attractive order of dancing was prepared and consisted of some twenty-six pieces. The music was furnished by Professor Eckert, consisting of five pieces. Floor manager, John Woodward; assistant, Constant Coley, Charles Hanson. Ladies Committee, Miss Dora Hallahan, Miss Maggie Toomey, Miss Mamie Toomey, Miss Maggie Feeney, Miss Katie Clark, Mrs. J. Hoffman, Mrs. H. Musgrave; Reception Committee, John W. Griffiths, Charles Cornell, Isaac N. Zeller, Charles Hill, W. J. Dougherty, Wallace Deitzler, J. Van Horn. Committee of Arangements, Theodore Mentz, H. Nusgrave, C. Compton, Joseph Hoffman, M. Johnson, C. Greenwald, John Test, Levi Landes, G. Cheesman. The grand march was led by Mr. John Woodard and Miss Mamie Toomey, who were followed by some seventy-five couples, which presented a most brilliant appearance. The ladies dresses were particularly attractive, some being gorgeously arrayed. The refreshments consisted of a number of palatable dishes. There was no intoxicating liquors used, and the occasion was most enjoyed by every one present. Had the weather been fine, no doubt the hall would have been over-crowded, as it was it was comfortably filled, and the dancing was participated in by nearly everybody present; it was a success also financially. Among those present were Mr. James Donnelly, Superintendent of the Lehigh Valley Railroad, Sheriff Convery, Mayor Growney, City Attorney Beekman, Garret Brodhead, I. B. Tice, Thomas Coyle, H. Steadman, Joseph Donnelly, of Easton, Ray Snyder, of Easton, Mr. John Woodruff, Miss Mamie Toomey, Charles Long and wife, of Easton, Miss Coler and Mr. Bennett, of Easton, Mr. John Woodward, Mr. George F. Disbrow and wife, Mr. John Griffith, J. C. Compton, George Cheesman and ladies, Mr. George Quig and others.

THE agency for the official Chart of the Order and the Button Badges heretofore held by Bro. William Hugo has been transferred to Bro. Edward Waters, whose address is 236 S. West street, Indianapolis, Ind., and all orders directed to him will receive prompt attention.

THE sum of $500.00 has been paid into our treasury by Messrs. Braro & Keyes, of Binghampton, N. Y., as royalty upon the sale of Grand Chief cigars. The larger the sales the greater the royalty. Smoke Grand Chief cigars.

WE are requested to announce that Bro. A. A. Kilburn, box 1127, Hyde Park, Mass., has been appointed agent for the official Chart of the Brotherhood for the New England States.

Resolutions.

CAMDEN, N. J., April 17, 1887.

At a regular meeting of Welcome Lodge No. 72, B. of L. F., held April 3, 1887, the following resolutions were adopted:

Resolved, That we extend to Supt. W. N. Bannard our thanks for his kindness in furnishing a special train to South Amboy for the purpose of visiting No. 350, just instituted.

Resolved, That we regard this courtesy as a mark of special appreciation of our noble order on the part of our worthy Superintendent.

Resolved, That a copy of these resolutions be presented to Supt. W. N. Bannard, and that they be published in the *Locomotive Firemen's Magazine*.

JOHN COLTON,
JOHN CAMPBELL, } *Committee.*
WM. WIGGINS,

CHAPLEAU, ONT., April 10, 1887.

At a regular meeting of Snow Drift Lodge, No. 321, January 20, 1887, the following resolutions were adopted:

WHEREAS, This Lodge has been presented with an elegant chart, framed by Messrs. Y. A. Austin & Co., and also has been presented with some valuable mottos by Bros. McAdams and Rose, therefore

Resolved, That we tender the friendly donors our thanks for the beautiful presents.

Resolved, That it will be our ambition to prove ourselves worthy of the esteem of our friends, and in return wish them long, happy and prosperous lives.

Resolved, That a copy of these resolutions be presented to the donors, recorded in our minutes and published in the *Locomotive Firemen's Magazine*.

A. RATHWELL,
H. GAY, } *Committee.*
WM. NOSKEY,

Digitized by Google

MT. CARMEL, ILL., April 8, 1887.

At a regular meeting of Burnside Lodge No. 282, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from our ranks our esteemed brother, W. A. Kern, who was killed in a railroad accident at Carmi Sunday morning, March 27, 1887; and

WHEREAS, This Lodge has lost a faithful member and an efficient officer, his wife a beloved husband, and his children an affectionate father; therefore be it

Resolved, That this Lodge extend to the bereaved family its sympathy and commend them to Him who alone can heal the wounded heart.

Resolved, That as a token of respect to our departed brother, our charter be draped in mourning for thirty days, and that a copy of these resolutions be spread upon the records and presented to the bereaved family, and to the Mt. Carmel *Register*, and to our *Magazine* for publication.

G. LAFFERTY,
C. GILL,
C. MINNIEAR. } *Committee.*

LYNDONVILLE, VT., May 1, 1887.

At a regular meeting of Green Mountain Lodge No. 301, the following resolutions expressing our sorrow occasioned by the death of Brother Osborn R. Buskitt were unanimously adoped:

WHEREAS, The members of this Lodge are called upon to drape their charter in mourning, it having been the will of Almighty God to remove from our midst our most worthy and beloved brother, Osborn R. Buskitt, who met his death by accident at Denver, Col., on the morning of the 20th of April; and

WHEREAS, Green Mountain Lodge has lost a good member, the Brotherhood an earnest supporter, and his wife a kind and devoted husband; therefore be it

Resolved, That as a token of respect to our departed brother our charter be draped in mourning for the space of thirty days, and that these resolutions be entered in the minutes of the Lodge.

Resolved, That a copy of these resolutions be sent to the wife and children of our worthy brother, and that a copy be sent to the *Magazine* for publication.

Resolved, That we are indebted to our sister lodge, No. 77, for their kindness shown; also to Bro. W. F. Brundage under whose care the remains of our worthy brother were brought east.

Resolved, That we express through the *Magazine* our thanks to brothers of 306 and 134, who kindly came to attend the funeral of our departed brother.

L. J. NORRIS,
F. W. THOMPSON,
W. M. WEEKS. } *Committee.*

MT VERNON, ILL., April 5, 1887.

At a regular meeting of Evening Star Lodge, 112, B. of L. F., held April 5, 1887, the following resolutions were adopted:

WHEREAS, For the third time during 1887, death has invaded our Lodge and taken from our embrace a cherished brother, and

WHEREAS, The Lodge is now called upon to mourn the death of Brother Wm. Ross, who being stricken down at the post of duty, died before reaching his home, therefore

Resolved, That in the death of Bro. Ross this Lodge loses a faithful member, and his wife a loving husband.

Resolved, That while lamenting the death of Bro. Ross, we extend to the bereaved wife and relatives of our deceased brother our sympathy and condolence.

Resolved, That as a token of our esteem and sorrow the charter of our Lodge be draped in mourning for the space of thirty days, and that a copy of these resolutions be sent to the family of our deceased brother and furnished the *Locomotive Firemens's Magazine* for publication, and further, that a page of our records be set apart for these resolutions in memory of our departed brother.

SAMUEL R. WILD,
JOHN C. BRANHAM,
THOMAS THICKSTEN, } *Committee.*

OTTOWA, April 3, 1887.

At a regular meeting of F. G. Lawrence Lodge, No. 172, the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God in His allwise providence to remove from our midst our beloved brother, R. Russell, who died of typhoid fever, and

WHEREAS, In the death of Bro. Russell, F. G. Lawrence Lodge 172, sustains a heavy loss, he having been a staunch supporter of the Order, therefore

Resolved, That we drape our charter in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be furnished his bereaved mother; that they be published in the *Locomotive Firemen's Magazine*, and be spread upon the records of the Lodge; and be it further

Resolved, That a vote of thanks be tendered to the members of Lodge 60 for their kindness in attending to the remains of our late brother, and for the attention shown the members of 172, and that our thanks be tendered to Mr. Cross, our Master Mechanic, and Mr. Elliott, our traveling engineer, for kindnesses shown our members.

J. W. TURNER,
J. WILSON,
J. S. FERGUSON, } *Committee.*

ESCANABA, MICH., May 22, 1887

At a regular meeting of Mineral King Lodge, No. 129, held May 22, 1887, the following resolutions were adopted:

WHEREAS, The Divine Father has called unto Himself His son and our brother, Edmund J. McKeever, who died of consumption May 10, 1887, and,

WHEREAS, Brother McKeever has been a member of this Lodge, and one of exceilent repute, who emphatically adhered to the principles of our Order, Protection, Charity, Sobriety and Industry; therefore, be it

Resolved, That in the death of Brother McKeever this Lodge losses one of its best members, and sustains a loss irreparable; he was a brother in deed and in truth; he was a bright and shining example of our Order, and we felt justly proud, of him, and we deeply mourn at the fact of his death, but we know that our loss is his gain, our sorrow his joy, our gloom his sunshine.

Resolved, That we extend to the grief stricken family our sincere sympathy, and may the "God of all Grace" give comfort to their sorrowing hearts.

Resolved, That our charter be draped for the space of thirty days.

Resolved, That a copy of these resolutions be forwarded to the *Magazine* for publication, and that a copy be sent to the family of our deceased brother.

R. LETCHER,
J. J. KELLY,
D. U ROBINSON, } *Committee.*

BOSTON, MASS., April 3, 1887.

At a regular meeting of Boston Lodge, No. 57, B. of L. F., held April 3, 1887, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, in His infinite goodness and wisdom to remove from this world our worthy brother, Benj. F. Hibbard, who died of consumption February 26th, after a lingering but painless illness, and

WHEREAS, The death of Bro. Hibbard reminds us that when least expected we shall be called to God, and warns us to be prepared; therefore

Resolved, That in the death of Bro. Hibbard, Boston Lodge, No. 57, in particular, and the B. of L. F. in general, has lost a most worthy brother, and his family an affectionate son and brother.

Resolved, That we extend to the bereaved family, and to the friends of the deceased, our warmest sympathy in their affliction.

Resolved, That the charter of Boston Lodge be draped in mourning for thirty days as a token of respect for our departed brother, that a copy of these resolutions be sent to the sorrowing family, inserted in minute book and published in the *Locomotive Firemen's Magazine*.

R. S. JONES,
H. E. STEVENS,
C. A. FISHER, } *Committee.*

Digitized by Google

SUNBURY, PA., March 23, 1887.

At a regular meeting of Provident Lodge No. 220, held Sunday February 2, 1887, the following resolutions were unanimously adopted:

WHEREAS, The lady friends of the Lodge have presented us with a handsome set of regalias, therefore

Resolved, That we are so much indebted to these ladies that we can only pay the interest on the debt by being true to them and true to our Brotherhood, and by securing for them all the comforts and pleasures that the products of our scoops will allow. By their presence they have caused resolutions to be formed which will show as bright stars in their crowns of rejoicing, as we regard their visit an act of benevolence as praiseworthy as was ever performed by ladies.

Resolved, That we feel that we have excellent help and encouragement to press forward in our noble work and we hope these ladies may live to see the day when the title of Locomotive Firemen alone shall remove all doubt concerning their morality and industry.

Resolved, That our doors will always be open to welcome our lady friends, and that a copy of these resolutions be spread upon our minutes, and published in our *Magazine*.

A. C. MITCHELL,
C. C. BOWEN,
H. BUCK,
} *Committee.*

CHICAGO, ILL., April 5, 1887.

At a regular meeting of Chicago Lodge No. 95, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God, in His mysterious providence, to remove from our midst, after a lingering illness, our highly esteemed and respected Brother John Donahue, thus reminding us, in the midst of all we love and hold dear to prepare for death, and

WHEREAS, We feel it a duty devolving upon us to manifest the sorrow we feel for the loss of a brother, whose memory will be ever dear to the hearts of the B. of L. F., and

WHEREAS, By the death of Bro. Donahue, the Brotherhood has lost a true and valuable member, his associates a firm friend and genial companion, and the parents a kind and affectionate son; therefore be it

Resolved, That we condole with the relatives and friends of the deceased, and especially the disconsolate father and mother, we extend our heartfelt sympathy on this occasion, assuring them that he was honored and loved as a man and a brother of his fellow-firemen.

Resolved, That we drape our charter and Lodge room for the space of thirty days in token of respect to the memory of the deceased, and that a copy of these resolutions be presented to the family of the deceased and that they be published in the *Magazine*.

E. W. WALLBAUM,
J. F. CAUTTON,
F. L. MCMAHON,
} *Committee.*

WINNEPEG, MANITOBA, May 15, 1887.

At a regular meeting of Northern Light Lodge No. 127, B. of L. F., held April 6, 1887, we received from Miss Jessie Hunter, sister of our esteemed Bro. A. Hunter, of Hamilton, Ontario, a beautiful banner, hand-painted, with which to decorate our Hall, and concerning which the following resolutions were adopted:

Resolved, That we, the members of Northern Light Lodge No. 127, B. of L. F., assure Miss Jessie Hunter of our appreciation of her kindness, and regard the present as a token of her esteem of our Lodge, for which she has our thanks and that it will ever be held in kindly remembrance.

Resolved, That a copy of these resolutions be sent to Miss Hunter and to the *Locomotive Firemen's Magazine* for publication.

CHAS. POPE,
J. B. MILLIGAN,
W. H. WOODS,
} *Committee.*

ALGIERS, LA., March 24, 1887.

At a regular meeting of Endeavor Lodge No. 267, B. of L. F., held March 23, 1887, the following resolutions were adopted:

WHEREAS, This lodge has been the recipient of a handsomely framed monogram and horseshoe from Miss Annie Kevlin, and Miss R. McCulligan, and

WHEREAS, Mrs. A. H. Flynn did entertain our Grand Secretary and Treasurer and also our Vice Grand Master during their stay in Algiers, La., and

WHEREAS, Miss Whelan did help decorate the hall on the night of our ball and also presented us with a ribbon with the name and number of our lodge on it, and

WHEREAS, On the occasion of the visit of our Grand Secretary and Treasurer, Miss Annie Kevlin, Miss R. McCulligan, Miss Annie Skillinger, Mrs. Clement, Mrs. Smith and Mrs. A. H. Flynn, did contribute to make the reception to our G. S. & T. the most successful social reception ever given in Algiers. Therefore be it

Resolved, That we tender the above named ladies our heartfelt thanks, and hope that we will always be able to prove ourselves worthy of their respect, and that the lives of these ladies may be long and happy is the wish of Endeavor Lodge No. 267.

Resolved, That a copy of these resolutions be presented to the ladies' recorded on the minutes of the Lodge and printed in our *Magazine*.

W. B. MAGUIN,
J. STOCKTON,
W. DONNER,
} *Committee.*

LA GRANDE, OREGON, April 3, 1887.

At a regular meeting of Blue Mountain Lodge No. 347, B. of L. F., the following resolutions were unanimously adopted:

Resolved, That the members of Blue Mountain Lodge No. 348, B. of L. F., extend their sincere thanks to Division Master Mechanic H. N. Webber, for many favors shown them on the day of organizing the Lodge, and to the Trustees of I. O. O. F. Hall for the free use of the hall. Also to our esteemed, tried and true Bro. Edward Pertell, of Reecho Lodge No. 195, we are deeply indebted for his many favors and for his assistance in organizing the Lodge.

Resolved, That a copy of these resolutions be presented to H. N. Webber, and to the Trustees of I. O. O. F. Hall and also to Bro. Edward Pertell and printed in the *Firemen's Magazine*.

L. B. HAWKS,
T. H. BOYNTON,
} *Committee.*

Letters of Thanks.

MOBERLY, MO., May 28, 1887.

To the Brotherhood of Locomotive Firemen, Anchor Lodge, No. 54.

DEAR SIR:—I have received the sum of fifteen hundred dollars ($1,500), the amount due me on the policy held by my late husband, Wm. Nash. Please accept my sincere thanks for all your kindness during my great trial. Wishing your noble order every possible success and God's choicest blessing, I remain,

Yours very respectfully,
MRS. KATE NASH.

NEW ALBANY, IND., April 15, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

On March 6th a committee of Lodge No. 221 called on us and kindly presented us with a draft for $1,500, due us on the policy held by our beloved son, Wm. McGoffin. We could not find words to express our gratitude to the committee at the time, but we desire, through your valuable *Magazine*, to extend our sincere thanks to the Brotherhood for the prompt settlement of same, and for the kindness shown to us and our beloved son, after his death. We can heartily recommend the Brotherhood as a responsible and honest insurance association, and hoping that God will strengthen and assist you is our kindest wish.

Yours with respect,
J. E. MCGOFFIN.
ANN MCGOFFIN.

Digitized by Google

SYRACUSE, N. Y., May 4, 1887.

To the Officers and Members of Fortune Lodge No. 120.

DEAR SIRS AND BROTHERS:—I wish to return my sincere thanks to the B. of L. F. and to the members of No. 120 for their kindness to me and also for a draft for $1,500 due me on my disability claim, which I received through our Receiver, L. G. Rousson. With my best wishes for the order, I remain,

Yours fraternally,
WM. E. WELLS.

CORNING, N. Y., April 17, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of deepest gratitude that I wish to acknowledge the receipt of a draft for one thousand five hundred dollars ($1,500) due me on my disability claim. The draft was presented to me by Bro. William Smith, Receiver of Fellowship Lodge, No. 121.

I also wish to tender my thanks to the members of No. 121 for their kindness and assistance during the time my injuries confined me to my home.

I sincerely hope that prosperity will attend the Brotherhood in their noble work of charity, and that they will have success in all their undertakings.

Yours sincerely and fraternally,
M. B. JONES.

CHICAGO, ILL., May 29, 1887.

To the Brotherhood of Locomotive Firemen.

BROTHERS: Words can not express the gratitude I feel as I acknowledge the receipt of $1,500 due me on my disability claim. I was a member but a short time when I was injured, but the Brotherhood cared for and furnished me with everything necessary for my comfort, for which I desire to return my sincere thanks to the brothers of No. 188 for their warm brotherly love. That God may always keep misfortune from you, and hoping that the Brotherhood may always prosper, I remain

Yours Fraternally,
FRED KAHN.

TEXARKANA, ARK., April 15, 1887.

Messrs. J. L. Ison and Ed Harvey, Committee.

GENTLEMEN:—I hereby acknowledge the receipt of the draft for $1,500, the amount of insurance due me on the death of my son, H. W. McCartney. I desire to return my sincere thanks to the Brotherhood for the amount, and also wish to express my appreciation of the kindness and attention shown my beloved son and for the respect paid him after his death. That the Great Ruler of our destinies may bless and prosper your noble and beneficent Order, and guard over and protect each member thereof, is the earnest and heartfelt desire of

Your Friend,
MRS. M. E. MCCARTNEY.

LA HARPE, ILL., March 26, 1887.

To the Brotherhood of Locomotive Firemen, Burlington, Iowa:

Truly your promptitude in sending the draft for $1,500 is worthy of commendation, and for it you have my heartiest gratitude. Your very great kindness to my son David during his association with you, and your extreme courtesy to me cause me to highly esteem you, and you will never be forgotten. Long may Herald Lodge No. 161 live and be the blessing to mankind it now is. While the B. of L. remains the beneficial society it is at the present time, and while memory lasts be assured you have my sincerest wishes for your felicity, prosperity and rapid growth. And when one by one each link shall fade away in deathmay the golden chain of "Protection, Charity, Sobriety and Industry," united here, be cemented in the Lodge on high where the first riven link awaits you. Yours honestly,

MRS. A. E. MAYOR.

STURGIS, MICH., April 30, 1887.

To the Officers and Members of the B. of L. F..

GENTLEMEN: I have this day received from Mr. John Gallagher, Receiver of Lodge No. 53, a draft for $1,500 on the policy held by my dear husband. Words fail to express my gratitude to your grand Order; my prayer shall ever be for the prosperity of the noble institution that has cheered so many sorrowing hearts by kind words and financial aid.

This is from the heart of a true Brother's widow.
MRS. R. E. CASE.

WEST LEVANT, ME., April 2, 1887.

To the Brotherhood of Locomotive Firemen:

I hereby desire to return my sincere thanks to the officers and members of California Lodge No. 260 for their kindness in paying to me the draft on my policy of $1,500, which I have received from our worthy Receiver, G. E. Hanford. Respectfully yours,

ALBERT WILLARD.

MONTPELIER, IDAHO, 22, 1887.

Geo. W. Rowley, Jr., Esq., Receiver or the Brotherhood of Locomotive Firemen:

DEAR SIR:—I hereby acknowledge the receipt of a draft for $1,500 the amount of insurence due me on the death of my son, F. S. Drake. I desire to return my sincere thanks to the Brotherhood for the amount, and I also wish to express my appreciation of the kindness and attention shown my beloved son, and for the respect paid him after his death. That the great Ruler of our destinies may bless and prosper your noble and beneficent order and guard over and protect each member is the earnest wish and heartfelt desire of your friend.

A. T. DRAKE.

NEWARK, OHIO, March 5, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of sincere gratitude that I acknowledge the receipt of a draft for $1,500, due me on my disability claim. The draft was presented to me by John Adkins, Receiver of Taylor Lodge, No. 175.

I also tender to the members of No. 175 my waamest thanks for their kindness during my long period of sickness and suffering. Hoping that God will bless all the members and that the Brotherhood will continue to prosper and be successful, I remain your disabled brother, JOEL BRYANT.

NEWTON LOWER FALLS, MASS., March 19, 1887.

To the Brotherhood of Locomotive Firemen.

I hereby return my sincere thanks to the officers and members of the noble Brotherhood for their kindness in paying me $1,500 on my policy, which I have received through our worthy Receiver, A. W. Spurr. I also wish to thank the member of Lodge 57 for their kindness and assistance through my long disability. That prosperity may attend the Brotherhood is the wish of your disabled brother.

LEWIS R. STUART.

ESTHERVILLE, IOWA, April 2, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please accept my heartfelt thanks for the prompt payment of the insurance due me on the death of my son, Rodger Riley. I also wish to express my appreciation and gratitude for the kindness of the members of Emmet Lodge No. 288, may they continue in prosperity and may every effort be crowned with the reward they so justly deserve, is my earnest wish. Yours respectfully,

PATRICK RILEY.

THE members of both Brotherhoods are interested in the sale of Grand Chief cigars. When you treat your engineer to a cigar call for the Grand Chief brand and you will get your money's worth besides the royalty received by the Order.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JULY, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1887.

Assessment Notice for July.

ASSESSMENT NO. 8.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 63. A. B. Martin, of Scioto Lodge, No. 202, came to his death by Murder, November 5th, 1886.

CLAIM No. 64. E. W. Snyder, of Prairie Lodge, No. 170, was killed by Railroad Accident, March 12th, 1887.

CLAIM No. 65. Geo. Ryan, of Fargo Lodge, No. 85, was killed by Railroad Accident, March 13th, 1887.

CLAIM No. 66. O. R. Buskitt, of Green Mountain Lodge, No. 301, was killed by Railroad Accident, April 20th, 1887.

CLAIM No. 67. Edward McKeever, of Mineral King Lodge, No. 129, died of Consumption, May 10th, 1887.

CLAIM No. 68. P. Burns, of Buffalo Lodge, No. 12, was killed by Railroad Accident, May 17th, 1887.

CLAIM No. 69. Wm. Hunter, of Alexia Lodge, No. 96, was declared totally disabled with Chronic Gastritis, May 24th, 1887.

CLAIM No. 70. Joseph Oman, of Orange Grove Lodge, No. 97, was declared totally disabled with Compound Fracture of Arm and Leg, May 24th, 1887.

CLAIM No. 71. R. Sanders, of Charity Lodge, No. 5, was declared totally disabled with Injury to Spine, May 27th, 1887.

CLAIM No. 72. John Stoffels, of West End Lodge, No. 18, was declared totally disabled with Chronic Knee Joint Disease, June 3d, 1887.

CLAIM No. 73. Christian Gill, of Burnside Lodge, No. 282, was declared totally disabled with Consumption, June 3d, 1887.

CLAIM No. 74. Chas. McAfee, of Mountain Grove Lodge, No. 324, was declared totally disabled with Amputation of Leg, June 4th, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 74, and all members who were admitted on or before June 4th, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before July 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge. Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1887.

Subordinate Dues Notice.

FIRST QUARTER, 1887-88.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS: You are hereby notified that your Subordinate Dues for the quarter ending October 31st, 1887, (being the first quarter in the year 1887-88) are now payable and must be paid to the Collector of your Lodge on or before August 1st, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 56 of the Constitution of Subordinate Lodges. Yours fraternally,

EUGENE V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., June 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending May 31, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 5.	Assessm't No. 6.	TOTAL.	Lodge Nos.	Back Assessm'ts	Assessm't No. 5.	Assessm't No. 6.	TOTAL.
1	. .	$61	. .	$61 00	52	$4	$98	. .	$102 00
2	$7	26	. .	33 00	53	8	30	. .	38 00
3	23	187	. .	210 00	54	18	88	. .	106 00
4	4	98	. .	102 00	55	1	28	. .	29 00
5	. .	81	. .	81 00	56	20	18	. .	38 00
6	4	52	. .	56 00	57	35	225	. .	260 00
7	. .	29	. .	29 00	58	3	11	. .	14 00
8	30	43	. .	73 00	59	7	71	. .	78 00
9	. .	. .	. .	. .	60	. .	77	. .	77 00
10	10	67	. .	77 00	61	7	62	. .	69 00
11	7	117	. .	124 00	62	. .	58	. .	58 00
12	42	221	. .	263 00	63	. .	. .	. .	. .
13	2	95	. .	97 00	64	. .	16	. .	16 00
14	14	142	. .	156 00	65	2	62	. .	64 00
15	. .	53	. .	53 00	66	7	51	. .	58 00
16	1	123	. .	124 00	67	3	104	. .	107 00
17	. .	11	. .	11 00	68	59	68	. .	127 00
18	6	56	. .	62 00	69	. .	43	. .	43 00
19	3	36	. .	39 00	70	. .	33	. .	33 00
20	1	30	. .	31 00	71	. .	63	. .	63 00
21	48	37	. .	85 00	72	8	117	. .	120 00
22	3	23	. .	26 00	73	3	66	. .	69 00
23	5	36	. .	41 00	74	. .	. .	. .	. .
24	17	52	. .	69 00	75	35	159	. .	194 00
25	2	65	. .	67 00	76	38	. .	. .	38 00
26	19	61	. .	80 00	77	6	101	. .	107 00
27	2	72	. .	74 00	78	91	64	. .	155 00
28	. .	72	. .	72 00	79	1	43	. .	44 00
29	8	37	. .	45 00	80	96	95	. .	191 00
30	28	. .	. .	28 00	81	78	. .	. .	78 00
31	24	54	. .	78 00	82	. .	79	. .	79 00
32	5	31	. .	36 00	83	3	60	. .	63 00
33	3	56	. .	59 00	84	1	71	. .	72 00
34	. .	57	. .	57 00	85	1	34	. .	35 00
35	3	26	. .	29 00	86	. .	61	. .	61 00
36	3	60	. .	63 00	87	1	26	. .	27 00
37	. .	46	. .	46 00	88	1	43	. .	44 00
38	. .	65	. .	65 00	89	. .	. .	. .	. .
39	19	43	. .	62 00	90	12	. .	. .	12 00
40	9	88	. .	97 00	91	. .	31	. .	31 00
41	2	23	. .	25 00	92	. .	18	. .	18 00
42	. .	35	. .	35 00	93	2	65	. .	67 00
43	17	83	. .	100 00	94	1	52	. .	53 00
44	35	62	. .	97 00	95	2	100	. .	102 00
45	2	74	. .	76 00	96	6	40	. .	46 00
46	7	43	. .	50 00	97	6	40	. .	46 00
47	6	97	. .	103 00	98	. .	24	. .	24 00
48	1	68	. .	69 00	99	3	77	. .	80 00
49	7	39	. .	46 00	100	9	24	. .	33 00
50	. .	. .	. .	. .	101	7	133	. .	140 00
51	95	50	. .	145 00	102	4	30	. .	34 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 5.	Assessm't No. 6.	TOTAL.
103	$5	$93	. .	$98 00
104	5	29	. .	34 00
105	1	103	. .	104 00
106	. .	27	. .	27 00
107	5	79	. .	84 00
108	2	23	. .	25 00
109	5	68	. .	73 00
110	9	24	. .	33 00
111	. .	48	. .	48 00
112	. .	44	. .	44 00
113	16	32	. .	48 00
114	. .	21	. .	21 00
115	2	30	. .	32 00
116	2	46	. .	48 00
117	. .	50	. .	50 00
118	. .	26	. .	26 00
119	3	31	. .	34 00
120	5	71	. .	76 00
121	. .	57	. .	57 00
122	2	56	. .	58 00
123	76	71	. .	147 00
124	24	21	. .	45 00
125	17	35	. .	52 00
126	2	20	. .	22 00
127	12	78	. .	90 00
128	. .	26	. .	26 00
129	. .	58	. .	58 00
130	. .	84	. .	84 00
131	4	28	. .	32 00
132	2	34	. .	36 00
133	. .	27	. .	27 00
134	. .	24	. .	24 00
135	1	34	. .	35 00
136	. .	18	. .	18 00
137	. .	26	. .	26 00
138	1	36	. .	37 00
139	. .	24	. .	24 00
140	8	50	. .	58 00
141	115	117	. .	232 00
142	13	72	. .	85 00
143	6	18	. .	24 00
144	6	29	. .	35 00
145	. .	26	. .	26 00
146	17	27	. .	44 00
147	6	29	. .	35 00
148	9	26	. .	35 00
149	20	186	. .	206 00
150	7	41	. .	48 00
151	. .	53	. .	53 00
152	5	15	. .	20 00
153	68	43	. .	111 00
154	4	50	. .	54 00
155	15	. .	. .	15 00
156	. .	. .	. .	. .
157	6	24	. .	30 00
158	. .	56	. .	56 00
159	. .	. .	. .	. .
160	. .	43	. .	43 00
161	9	50	. .	59 00
162	1	80	. .	81 00
163	2	28	. .	30 00
164	. .	37	. .	37 00
165	4	35	. .	39 00
166	38	23	. .	61 00
167	37	31	. .	68 00
168	1	30	. .	31 00
169	6	97	. .	103 00
170	6	40	. .	46 00
171	5	18	. .	23 00
172	51	. .	. .	51 00
173	8	38	. .	46 00
174	10	102	. .	112 00
175	8	33	. .	41 00
176	. .	16	. .	16 00
177	8	48	. .	51 00
178	15	59	. .	74 00
179	9	56	. .	65 00
180	1	8	. .	9 00
181	. .	20	. .	20 00
182	. .	$31	. .	$31 00
183	$12	29	. .	41 00
184	. .	17	. .	20 00
185	2	14	. .	16 00
186	. .	. .	. .	. .
187	. .	. .	. .	. .
188	. .	62	. .	62 00
189	7	31	. .	38 00
190	12	15	. .	27 00
191	. .	28	. .	28 00
192	. .	14	. .	14 00
193	3	20	. .	23 00
194	. .	33	. .	33 00
195	16	33	. .	49 00
196	7	11	. .	18 00
197	1	36	. .	37 00
198	3	20	. .	23 00
199	. .	27	. .	27 00
200	22	19	. .	41 00
201	. .	29	. .	29 00
202	4	49	. .	53 00
203	7	33	. .	40 00
204	2	12	. .	14 00
205	. .	62	. .	62 00
206	. .	10	. .	10 00
207	1	62	. .	63 00
208	1	34	. .	35 00
209	9	21	. .	30 00
210	2	33	. .	35 00
211	5	56	. .	61 00
212	3	22	. .	25 00
213	27	23	. .	50 00
214	46	36	. .	82 90
215	. .	46	. .	46 00
216	10	63	. .	73 00
217	. .	8	. .	8 00
218	. .	9	. .	9 00
219	2	49	. .	51 00
220	. .	49	. .	49 00
221	. .	35	. .	35 00
222	4	28	. .	32 00
223	. .	16	. .	16 00
224	4	29	. .	33 00
225	6	23	. .	29 00
226	. .	28	. .	28 00
227	1	23	. .	24 00
228	. .	93	. .	93 00
229	. .	32	. .	32 00
230	. .	63	. .	63 00
231	16	63	. .	79 00
232	. .	26	. .	26 00
233	12	19	. .	31 00
234	. .	. .	. .	. .
235	. .	34	. .	34 00
236	. .	19	. .	19 00
237	8	48	. .	56 00
238	1	31	. .	32 00
239	6	22	. .	28 00
240	10	78	. .	88 00
241	. .	21	. .	21 00
242	4	46	. .	50 00
243	2	24	. .	26 00
244	4	70	. .	74 00
245	1	19	. .	20 00
246	. .	24	. .	24 00
247	1	23	. .	24 00
248	1	28	. .	29 00
249	. .	19	. .	19 00
250	5	64	. .	69 00
251	. .	34	. .	34 00
252	. .	86	. .	86 00
253	. .	33	. .	33 00
254	15	27	. .	42 00
255	. .	. .	. .	. .
256	4	31	. .	35 00
257	3	21	. .	24 00
258	. .	22	. .	22 00
259	. .	20	. .	20 00
260	1	20	. .	21 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 5.	Assessm't No. 6.	TOTAL.
261	$1	$29	. .	$30 00
262	1	24	. .	25 00
263	2	29	. .	31 00
264	3	38	. .	41 00
265	1	50	. .	51 00
266	4	39	. .	43 00
267	2	30	. .	32 00
268	. .	. .	. .	. .
269	3	33	. .	36 00
270	. .	55	. .	55 00
271	. .	28	. .	28 00
272	. .	29	. .	29 00
273	. .	41	. .	41 00
274	. .	17	. .	17 00
275	9	20	. .	29 00
276	. .	. .	. .	. .
277	2	7	. .	9 00
278	. .	. .	. .	. .
279	14	4	. .	18 00
280	1	34	. .	35 00
281	. .	25	$26	51 00
282	. .	24	. .	24 00
283	3	32	. .	35 00
284	. .	77	. .	77 00
285	7	27	. .	34 00
286	8	81	. .	89 00
287	. .	79	. .	79 00
288	. .	17	. .	17 00
289	. .	12	. .	12 00
290	13	27	. .	40 00
291	. .	50	. .	50 00
292	. .	4	. .	4 00
293	8	48	. .	56 00
294	4	12	. .	16 00
295	. .	24	. .	24 00
296	. .	. .	. .	. .
297	. .	11	. .	11 00
298	1	15	. .	16 00
299	3	30	. .	33 00
300	. .	43	. .	43 00
301	. .	22	. .	22 00
302	4	17	. .	21 00
303	1	10	. .	11 00
304	. .	20	. .	20 00
305	19	. .	. .	19 00
306	. .	$23	. .	$23 00
307	. .	49	. .	49 00
308	. .	. .	. .	. .
309	$32	25	. .	57 00
310	. .	24	. .	24 00
311	. .	19	. .	19 00
312	. .	21	. .	21 00
313	. .	33	. .	33 00
314	7	9	. .	16 00
315	. .	30	. .	30 00
316	. .	36	. .	36 00
317	. .	42	. .	42 00
318	. .	. .	. .	. .
319	5	28	. .	33 00
320	. .	. .	. .	. .
321	3	15	. .	18 00
322	1	28	. .	29 00
323	6	35	. .	41 00
324	27	. .	. .	27 00
325	9	21	. .	30 00
326	. .	25	. .	25 00
327	13	12	. .	25 00
328	. .	25	. .	25 00
329	3	17	. .	20 00
330	. .	20	. .	20 00
331	24	22	. .	46 00
332	10	. .	. .	10 00
333	1	61	. .	62 00
334	. .	16	. .	16 00
335	1	23	. .	24 00
336	. .	9	. .	9 00
337	. .	. .	. .	. .
338	. .	17	. .	17 00
339	. .	14	. .	14 00
340	6	9	. .	15 00
341	10	13	. .	23 00
342	. .	. .	. .	. .
343	. .	. .	. .	. .
344	. .	7	. .	7 00
345	. .	7	. .	7 00
346	. .	7	. .	7 00
347	. .	1	. .	1 00
348	. .	7	. .	7 00
349	. .	40	. .	40 00
350	. .	. .	. .	. .

Balance on hand May 1st	$21,805 00
Received during month	16,230 00
Total	$38,035 00
By Claims 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61 and 62	19,500 00
Balance on hand June 1st	$18,585 00

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute. Indiana.

J. J. HANNAHAN . . . . . Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.

C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.

L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ill

Digitized by Google

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.
W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.
J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa
F. X. HOLL . 1301 Second St., S., Minneapolis, Minn
W H. MCDONNELL . 210 E. Market St., Scranton, Pa

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets every Sunday at 2 P. M.
G. E. Carmer . . . . . Master
J. E. Cook, Box 215 . . . . . Secretary
R. Whited . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I. . Collector
J. W. Williams, 8 Smith St . . . . . Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
R. K. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Master
R. H. Roden, 72 Erie St . . . . . Secretary
R. K. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Collector
George Auchter, 205 Third St . . . . . Receiver
George Auchter, 205 Third St . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets 1st and 3d Sunday at 53 Temple St., Second floor, B. of L. E. Hall.
G. L. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 37 Winter st . . . . . Secretary
W. H. Jordon, 93 India St . . . . . Collector
F. A. Huff, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.
Meets every Tuesday at 8 P. M. in Arcadia Block.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 1313 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
T. L. Hoyt, Box 784 . . . . . Receiver
A. N. Darragh, Box 598 . . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy . . . . . Master
F. J. Parker . . . . . Secretary
R. H. Lauham . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
Wm. C. Jasper, 490 Missouri Ave., N. W, Secretary
Charles W. Fenton, 215 10th St., S. W . Collector
Edward B. Hunt, 84 Maryland Ave., Baltimore, Md . . . . . Reciever
J. E. Johnson 627 Virginia Ave., S.W., Mag. Agent

8. RED RIVER; Denison City, Texas.
Meets in King's Hall, Woodard St., 1st and 3d Saturdays at 2 P. M., and 2d and 4th Saturdays at 8 P. M.
Oliver Cox . . . . . Master
W. C. Parsons, L. Box 318 . . . . . Secretary
J. Crofton, L. Box 318 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.
Meets alternate Mondays and Tuesdays.
James Kennedy, 246½ N. High St . . . . Master
C. C. Colt, 204 Baird St . . . . . Secretary
J. D. Coffey, 129 N. 20th St. . . . . Collector
F. J. Kistler, 212, 214 South High St . . Receiver
F F Ellis, 108 W. Maple St . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. . . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Warlug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
T. F. Ayers . . . . . Master
C. W. Vannatta, L. Box 96 . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Platt, Shimers, Warren Co. N. J. . Mag. Agent

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. F. Hayes, 368 Seneca St . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
S. J. Aske, 386 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
Cor. Maple St., and Pacific Ave.
W. W. Snyder, Somerville, N. J . . . . . Master
Mellick Shick, 141 Pacific Ave . . . . Secretary
Peter C. Quick . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . . Receiver
Wm. Lewis, 162 Whiton St . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . . Collector
Wm. Hugo, 45 Ruckle St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind., Mag Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 126 Congregation St., . . Mag. Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 617 N. 5th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
George Johnson, Lock Box 73 . . . . . Master
Frank P. Anders, Box 73 . . . . . Secretary
Frank P. Anders, Box 73 . . . . . Collector
W. Flanders, Box 73 . . . . . Receiver
John Keppert, Box 73 . . . . . Magazine Agent

Digitized by Google

18. WEST END; Slater, Mo.
Meets 1st and 3d Saturdays at 7:30 P. M.
Wm. H. Swan . . . . . Master
C. S. Frazier . . . . . Secretary
E. A. Jones . . . . . Collector
Geo. W. Michel . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P M.
H. M. Johnson. . . . . Master
W. B. Taney . . . . . Secretary
J. W. Hinman . . . . . Collector
Alexander Arthur Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meetsevery Monday at 7:15 P. M.
G. Morse, Box 400 . . . . . Master
G. C. Wells, Box 117 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
Wm. Von Harten, 412 . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., 1601 Broadway, cor. Carroll St.
A. Williams, 1420 Papin St . . . . . Master
Eli Giclas, 932 Hickory St . . . . . Secretatry
Harry Graham, 219 Russel Ave . . . . . Collector
W. A. Murphy, 944 Chouteau Ave . . . . Receiver
Eli Giclas, 932 Hickory St . . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 . . . . . Master
F. A. Bonner . . . . . Secretary
C. W. Patterson . . . . . Collector
L. Sullivan, Box 307 . . . . . Receiver
C. W. Patterson . . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
T. H. Williams, Box 37 . . . . . Secretary
J. S. Ott . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
J. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell Box, 144 . . . . . Master
F. E. Green . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
J. W. Terrell, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith. . . . . Master
P. J. Ashton . . . . . Secretary
James Rogers . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 . . . . . Master
F. A. Snyder . . . . . Secretary
J. Watson, Box 1376 . . . . . Collector
A. Brown, Box 1057 . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M.
W. C. Byers, 332 G Ave. W . . . . . Master
J. F. Collins, 95 Fifth ave . . . . . Secretary
W. H. Coffey, 436 Ave A west . . . . Collector
C. B. Everette, B. C. R. & N. Round House Reciever
S. D. Byers, 525, Third St. W . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
S. J. Crockett, Box 212 . . . . . Master
P. H. Sullivan, Box 873 . . . . . Secretary
J. R. McWilliams . . . . . Collector
C. W. Baskins . . . . . Receiver
W. H. Coleman, Box 525 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month.
P. A. Loveland, Box 688 . . . . . Master
J. H. Fulton, Box 706 . . . . . Secretary
A. H. Tucker, Box 125 . . . . . Collector
C. O. Burkhart, Box 147 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller, care J. C. R. R. shops . . . . Master
E. T. Gregory, 514 Saxon St . . . . . Secretary
E. T. Grogory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
T. E. Jordan, East Atchison, Mo . . . . . Master
C. H. Salisbury, 108 N. Liberty St . . . Secretary
H. S. Clark, 1824 Commercial St . . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial St. Magazine Agent

32. BORDER; Ellis, Kansas.
Meets every Tuesday evening at 7:30 in I. O. O. F. Hall.
J. W. Hardesty, Box 231 . . . . . Master
J. S. Buehre, Box 24 . . . . . Secretary
Ira Houston, Box 6 . . . . . Collector
G. M. McClure, Box 205 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder . . . . . Master
R. N. Sugg, Box 250 . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 P. M. in Engineer's Hall, Fourth St.
R. Primrose, 323 Ninth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 410 Eighth, L. Box 184 . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 388 . . . . . Secretary
Albert Walker, Box 585 . . . . . Collector
J. J. Orchard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meet every Sunday at 2 P.M. cor. 4th and Ferry sts
C. Ernst, 182 Union St . . . . . Master
W. J. Weply, L. & E. W. Shops . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . . Collector
F. Korty, 20 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

Digitized by Google

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays of every month, at 2 o'clock P. M.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
Meetslst Monday after 2d Sunday at 7:30 P. M. and 4th Sunday at 2 P. M.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., every Tuesday, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
John Larkin, 603 N. Allin St . . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
O. Doskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
J. Parish, Clymer St . . . . . Secretary
Chas. H. Trainor, Clymer St . . . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave . . Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 10th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, KC,St.Joe&CBR House, Mag. Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jackicsch Hall on Missouri and Main sts.
J.T. Sullivan, Box 417 . . . . . Master
T. J. Hayes, Box 875 . . . . . Secretary
John U. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets in Inapaw Hall every Tuesday at 2 P. M.
W. N. Horton, 1704 W. 3d St . . . . . Master
Ed Chamberlain, Box 174 Argenta, Ark., Secretary
Thos. A. Howell, 1704 W. 3d St . . . . Collector
Joshua Pursuer, 1709 West Second st . . Receiver
W. N. Horton, 1704 W. Third st . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engine Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . . Master
A. D. Hensley, 911 E. Reservoir st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
Wm. Maisenbacher, 1228 Capitol ave, Mag. Agent

47. TRIUMPHANT; Chicago, Ill.
Meets at 210 LaSalle st., the 1st Sunday at 2:30 P. M. and 3d Saturday at 7:30 P. M.
Thos. S. Deegan, 287 E 22d St . . . . . Master
Louis Zunkel, 109 Johnson St . . . . . Secretary
Harry Schilling, 3247 Dearborn st . . . Collector
E. J. McGuirk, 3 E Washington st . . . Receiver
S. S. Edgerle, 4140 Cottage ave . Magazine Agent

48. W. F. HYNES; Peoria, Ill.
Meets 1st Saturday at 7:30 P. M. and 3d Sunday at 3 P. M. in G. A. R. Hall.
Walker Baugh, 725 Lincoln ave . . . . . Master
W. A. McMillan, 407 Elm st . . . . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets every Sunday at 3 P. M.
C. E. Walker, 1421 E. Eldorada St . . . . . Master
E. Higgins, 1261 E. Eldorado St . . . . Secretary
Wm. H. Slater, 637 E. North st . . . . . Collector
L. Miesse, 652 E. Eldorado St . . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Saturdays at 7:0 P. M.
H. W. Rouscup, P. F. C. round house, 55th st . . . . . Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 43d and School Sts . . . Receiver
R. B. Bailey, 5028 State St . . Magazine Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
J. A. Hart . . . . . Master
Michael Gaffney . . . . . Secretary
George Salesman . . . . . Collector
G. E. Dilliard, Box 264 . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets alternate Sundays at 2 P. M., alternate Mondays at 7:30 P. M. Cor. Spear and 12th Sts.
Al. Swadner, L. Box 626 . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
John T. Hendricks, L. Box 626 . . . . Collector
E. H. Laing, L. Box 626 . . . . . Receiver
F. M. Wilt, L. Box 626 . . . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh . . . . . Master
A. E. Pearce, L. box 840 . . . . . Secretary
Lewis Yengst . . . . . Collector
Jno. Gallagher, Box 1172 . . . . . Receiver
Chas. F. Thompson . . . . . Magazine Agent

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Suppies Bros. Hall.
W. P. Carlisle, Box 802 . . . . . Master
S. A. Briggs, L. Box 284 . . . . . Secretary
James Scully . . . . . Collector
R. A. Blades . . . . . Receiver
J. S. Hannah, Box 1574 . . . . . Magazine Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. Sellers, L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, L. & N. Shops . . . . . Collector
Laurence Fox, L. & N. Shops . . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Staunberry, Mo.
Meets every Saturday night at 7:30 P. M.
J. J. Smith . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
W. E. Baldwin, L. Box 400 . . . . . Receiver
D. L. Collier . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 7 Davis st . . . . . Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal.
Meet every Monday in Masonic Hall at 1 P. M.
B. H. Estabrook . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
H. E. Magner . . . . . Master
M. N. Lines . . . . . Secretary
G. Gleyne, Box 533 . . . . . Collector
C. S. Walker . . . . . Receiver
R. S. McAlpin . . . . . Magazine Agent

Digitized by Google

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Frank L. McGill, 2132 Thouran St . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
B. F. Pettit, 1836 Marshall st . . . . . Receiver
B. F. Pettit, 1836 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Lordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . Collector
A. E. Carle, 771 Buffalo st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets 2d and 4th Sundays in Odd Fellows' Hall, Cor. Church and Rafferty Sts., at 2:30 P. M.
David Wilson . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Vermillion Co., Ill . . . . . Master
Stuart Smith, Box 772 . . . . . Secretary
E. E. Partlow, Box 927 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
B. Manion . . . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
W. D. Grimes . . . . . Collector
Jas. Debar, Box 354 . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets on the 2d and 4th Sundays of each month at 2:30 P. M.
John Logue, Box 10 . . . . . Master
P. J. Rooney . . . . . Secretary
W. J. Logue . . . . . Collector
John Logue . . . . . Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in Occident Hall 1st and 3d Sundays in each month at 2:30 P. M.
J. Addie, 358 King St. W., ... Master
S. Vaughan, 73 Huron St. . . . . Secretary
J. Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 73 Huron St . . . . . Receiver
Geo. E. Crowhurst, 152 Farley Aveenue . . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Grant Fredericks . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . Secretary
J. B. Hurley, Box 141, Altoona, Wis . . Collector
C. H. Dexter, Box 43 . . . . . Receiver
Fred Rogers, 763 Jessie St. . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
W. H. Parsley . . . . . Master
John M. Phillips . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
J. J. Beehler . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, Box 411 . . . . . Master
J. H. Stout, Box 411 . . . . . Secretary
G. A. Miller, Box 411 . . . . . Collector
Chas. Seeber, Box 411 . . . . . Receiver
E. Vallimant, Box 411 . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meets 2d and 4th Sundays at 2 P. M.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary
R. W. Mills . . . . . Collector
P. Stillwell . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Henry Harris, 446 Henry St . . . . . Secretary
Garret M. Western, 565 Bridge St . . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays.
J. Crawford, 9 Salem St . . . . . Master
C. W. Cudworth, 43 Cutter St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
G. F. Newton, 6 Riley St . . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St . . . . . Master
R. H. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City . Collector
Ide Worthington, Argentine, Kan., Wyandotte Co . . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 614 N 33d St . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3621 Aspen St . . . . . Collector
Howard Williams, 4210 Westminster Ave, Receiver
W. H. Guthrie, 676 N. 34th St . . Magazine Agent

76. NEW ERA; Breckenridge, Minn.
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian . . . . . Master
John C. Nolan, L. Box 235 . . . . . Secretary
John O'Loughlin, Box 221 . . . . . Collector
W. C. Hall . . . . . Receiver
Fred Whitbred, Box 84 . . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2609 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meet 1st and 3d Saturdays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
M. Maroney, 510 E. Saline St . . . . . Master
S. M. Morrow, 318 Engineer St . . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. U. Wiley, 255 E. Saline St . . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays at 2 o'clock P. M.
N. E. Pember . . . . . Master
W. E. S. Gibson, Box 321 . . . . . Secretary
John Hyndman . . . . . Collector
J. M. Truitt . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over No. 8 Broadway, every 2d Sunday.
W. B. Miller, 110 Main St . . . . . Master
D. C. Wood, 237 Clark St . . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
G. Goding, 428 Benton St . . . . . Receiver
Geo. Slate, 253 Benton St . . . . Magazine Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. J. Bain, Box 1856 . . . . . Master
Geo. Watts, Box 1045 . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
W. J. Bain, Box 1856 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . . Magazine Agent

Digitized by Google

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
F. X. Holl, 1301 2d St. So . . . . . Master
W. E. Richmond, 820 N. Girard Ave . . Secretary
O. R. Craig, 1112 Western Ave . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave . . Mag. Agent

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . . . Master
M. E. Finegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
M. E. Finnegan L. Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
Geo. Kelley, 254 Marshall St . . . . . Master
D. Coughlin, 56 E. Hall St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . . Collector
Thos. Taylor, 38 Irving St . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
J. H. McCallum, L. Box 662 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
A. Bassett, L. Box 1796 . . . . . Receiver
J. T. Wantland, L. Box 1653 . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 . . . . . Master
Henry Bodine . . . . . Secretary
J. O'Donnell, Evanston, Wyoming . . . Collector
Joseph Bowman . . . . . Receiver
Jake Thinnes . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
J. R. Linebarger . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
B. F. Rondebush . . . . . Collector
Frederick Youngham . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego . . . . . Master
J. M. Dodge, San Diego . . . . . Secretary
C. K. Stewart, San Diego . . . . . Collector
R. V. Dodge, San Diego . . . . . Receiver
E. Ware Boyd, National City, Cal . . Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
John Hewitt, 1843 Howard St . . . . . Master
Jas. Melody, 15th and Cotrero Ave . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
Wm. G. Bradshaw, 2951 16th St . . . . . Receiver
Thos. D. Manhire, 2738 16th St . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
Fred. Scherer, 1227 Fulton St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
John Morgan, 1218 Reid St . . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
O. L. Brown, Lock Box 218 . . . . . Master
O. J. Brown, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
Wm. Patterson, L. Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 224 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and 1st Wednesday evening after 2d Sunday.
Joseph Quinn, Box 239 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
Wm. King . . . . . Receiver
Isaac Cable, Box 695 . . . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. B. Moser, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
C. E. Hammond, Box 72 . . . . . Collector
Geo. C. Morton, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 28 First Ave . . . . . Master
August Luttringer, 201 West Ave . . . Secretary
Clarence Desacia, 32 Woodbury St . . . Collector
Geo. Kingsley, 22 Upton Park . . . . . Receiver
Clarence Desacia, 32 Woodbury St . . Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
W. Alsup . . . . . Collector
R. E. Hockersmith . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
Thomas H. Miller . . . . . Master
J. H. Murphy . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
C. C. Sutherland . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
H. S. Hammer . . . . . Master
W. L. Carss, 849 Thirteenth St . . . . . Secretary
John Loveless, 1203 Fillmore St. . . . . Collector
F. S. Payne, 415 S. E. 7th St . . . . . Receiver
C. M. Krull, 618 E. Locust St., Des Moines, Iowa . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Harry Blume, 1000 Tenth St . . . . . Master
J. J. Lawson, 1108 12th St . . . . . Secretary
Jas. O'Mally, 978 Magazine St . . . . Collector
J. J. Lawson, 1108 12th St . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

Digitized by Google

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. E. Doran, Box 76 . . . . . Master
H. G. Chrisinger, Box 76 . . . . . Secretary
J. A. Frazier . . . . . Collector
M. J. Connelly, Box 3 . . . . . Receiver
P. Murphy . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 130 E. Main St . . Secretary
J. L. Nelson, 827 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
U. G. Westfall, 423 S. Academy St.. Magazine Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays over Master Mechanic's Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McRay, 181 High St . . . . . Collector
John P. Sandry, 162 High St . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets every Thursday evening in B. of L. E. Hall, West Main St.
M. Dean . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
E. W. Armor, Box 701 . . . . . Co lector
J. A. Farnworth, Box 288 . . . . . Receiver
Ed. W. Armor, Box 701 . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt, Box 17 . . . . . Master
William Gordon, Box 20 . . . . . Secretary
G. W. Laport . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. W. Stein . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St . . . . . Master
W. M. White, 944 Chouteau Ave . . . . Secretary
O. L. Dearing, 1603 Washington ave . . Collector
J. L. Pate, 3084 Rutger St . . . . . Receiver
J. L. Pate, 3117 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 295 . . . . . Master
S. Hurr, Box 114 . . . . . Secretary
Zeno Kirk . . . . . Collector
E. Stauffer . . . . . Receiver
Ed Stauffer . . . . . Magazine Agent

111. BEACON; Mattoon, Ill.
Meet 1st and 3d Sundays at 7:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Allerdice, Montana.
Meets every Saturday at 2:00 P. M. in School House.
W. J. Ingling, Allerdice, Spring Hill . . . Master
W. J. Ingling, Allerdice, Spring Hill . . Secretary
Thomas Moore, Pocatello, Idaho . . . . Collector
John Gorman . . . . . Receiver
E. G. Leaf, Ogden, Utah, ... Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 . . . . . Master
James N. Boggs . . . . . Secretary
W. S. McGuire, Box 408 . . . . . Collector
Jas. McLaughlin . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in each month.
H. L. Briggs, 564 E. Church St . . . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . Secretary
Jas. Tarpey, N. E. Cor. 33d and M-and-a-half Sts . . . . . Collector
Wm. Powell, Cor. 39th and Broadway . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays of each month in Engineer's Hall, at 2:30 P. M.
M. D. Anderson . . . . . Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
J. L. Gray . . . . . Collector
E. G. Hubbard . . . . . Receiver
W. Brown . . . . . Magazine Agent

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 146 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets every Wednesday evening at 7:30. in Firemen's Rooms, opposite Skating Rink.
S. G. House . . . . . Master
G. A. Pearson, ... Secretary
G. A. Pearson . . . . . Collector
J. Damant . . . . . Receiver
W. H. Perkins . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
G. Findlay, Hadlow Cove, S. Quebec . . . Master
Wm. Carmichael, I. C. Ry. Station . Secretary
L. D. Poulin, I. C. Ry. Station . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
W. B. Church, 4 Grace St . . . . . Secretary
J. H. Shannon, 101 Southwest St . . . . Collector
L. G. Rousson, 58 Gertrude St . . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 8 P. M. in Odd Fellows Hall.
J. L. Krebs . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
N. Hiltner, L. Box 49 . . . . . Collector
Jerry W. Flickwir, Box 71 . . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
L. H. Winslow, 315 N. 14th St . . . . . Master
F. W. Perkins, 1606 Chicago St . . . . Secretary
William Cummings, 1306 South 12th St, Collector
Albert Cole, 1618 Jackson St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

Digitized by Google

124. PILOT; Perry, Iowa.
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
D. Jackson, Box 71 . . . . . Collector
W. B. Howe, Box 153 . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speer . . . . . Master
F. G. Stewart, Box 1712 . . . . . Secretary
H. C. Boggie, 604 East Linn St . . . . . Collector
Miles Kelleher . . . . . Receiver
J. V. Long, 307 South 1st St . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month.
P. F. McNamera . . . . . Master
August Olson . . . . . Secretary
C. O. Cornforth . . . . . Collector
August Olson . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St . . . . . Master
Joseph Barnes, 212 Ross St . . . . . Secretary
A. H. Burnham, C. P. R. Shops . . . Collector
J. G. Jonah, 228 McWilliams St . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets 1st and 3d Sundays of each month.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meet 2d and 4th Sundays in each month, at 2 P.M.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 601 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, 560 Pierce street . . . . . Master
P. F. Fox, 293 Pierce St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St, Collector
Thomas Dwyer, 304 VanBuren St . . . . Receiver
Frank E. Search, 436 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
F. Zimmer . . . . . Collector
W. S. Collins . . . . . Receiver
G. W. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
J. H. Howell, ... Master
M. T. Murphy, Box 100 . . . . . Secretary
N. H. Mitchell, Box 243 . . . . . Collector
W. J. Coleman, Box 7 . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
James Bruce, Box 10 . . . . . Master
W. G. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
H. Trewick . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets 1st and 3d Sundays and 2d and 4th Mondays.
H. E. Rodgers . . . . . Master
H. E. Cowan . . . . . Secretary
H. E. Rogers . . . . . Collector
E. W. Gibson . . . . . Receiver
L. Lapine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets 1st and 3d Tuesday at 7 P. M.
C. McArthur, L. Box 184 . . . . . Master
Wm. Hart, L. Box 184 . . . . . Secretary
H. H. Hauser, L. Box 184 . . . . . Collector
W. B. Sisson, L. Box 184 . . . . . Receiver
F. Fitch, L. Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
L. A. Pratt, Box 166 . . . . . Master
G. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 79 . . . . . Collector
L. McIntosh, Box 166 . . . . . Receiver
J. Jefferies, Midland P O., Ont., Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
John Grihin, Box 1597 . . . . . Collector
W. G. Powell . . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets every Sunday at 2 P. M.
H. E. Treadwell, Box 194 . . . . . Master
F. A. McBride, Box 194 . . . . . Secretary
L. J. Whyers, Box 194 . . . . . Collector
G. W. Carter, Box 194 . . . . . Receiver
F. H. Whyers, Box 194 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary
P. H. Ryan, L. Box 599 . . . . . Collector
C. C. Warman, L. Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets at 62 and 64 Calhoun St.
C. M. Lewis, 94 Dawson St . . . . . Master
H. Westerman, 20 W. Lewis St . . . . . Secretary
H. Bradley, 233 E. Lewis St . . . . . Collector
A. J. Kohler, 34 Allen St . . . . . Receiver
M. H. Durneli, 20 Duryea St . . Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
J. M. Gorman, 40 Middle St . . . . . Master
L. H. Heeman, 130 Segur Ave . . . . . Secretary
W. H. Buntin, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . . Master
J.W. Littlejohn, Berkley. Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, West Oakland P. O. . . . . Reciever
R. H. Potts, 1793 Seventh St. . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agen

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
John Sullivan, 1110 Ave. D . . . . . Master
Robt. Nicholson, 5 Eighth St . . . . . Secretary
Harry Jamison, 818 ave D . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 West Commerce St., Magazine Agent

Digitized by Google

146. BAYOU CITY; Houston, Texas.
Meets every 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
L. McAuliff, 37 Houston Ave . . . . . Master
D. H. Moody, 50 Liberty St. . . . . Secretary
T. Bettis, S. P. Railwailway . . . . . Collector
M. D. Homan, 45 Hardey St. . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 3:30 P. M.
J. M. Russ . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way, Box 1342 . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. Donahue, 311 W. 55th St . . . . . Secretary
S. Loasby, 2428 8th Ave . . . . . Collector
W. Wilson, 341 W. 58th St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217 . . . . . Master
Joseph H. Bice, L. Box 320 . . . . . Secretary
Fred Fletcher . . . . . Collector
Herbert Ryersy . . . . . Receiver
Chas. Zryd . . . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3d Sundays at 2:30 P. M.
Wm. Broughton, 18 Inchbury St. So . . . Master
John McCall, 17 Crook St . . . . . Secretary
J. D. Mills, 98 Strachan St. E . . . . . Collector
James Rhynd, St. Mary's Lane . . . . Receiver
Wm. Broughton, 18 Inchburry St. So Magazine Agent

152. DUNLAP; Wells, Minn.
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 . . . . . Master
L. H. Truesdell, Box 53 . . . . . Secretary
J. Harriman . . . . . Collector
W. A. Searles . . . . . Receiver
A. Martin . . . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets 1st and 3d Sundays, in Odd Fellows Hall, Scott ave.
J. Haggert . . . . . Master
W. Lampton . . . . . Secretary
W. Fuchs . . . . . Collector
G. K. Bates, Box 310 . . . . . Receiver
D. W. Dungan . . . . . Magazine Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
G. L. Northrup . . . . . Receiver
Ed Wall, Box 927 . . . . . Magazine Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 . . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
W. E. Scott . . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
W. E. Scott . . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets every Saturday night at 7:30 P. M. at Engineers' Hall, Cor. Main and John St.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe, Box 256 . . . . . Secretary
M. P. Gibson, Box 256 . . . . . Collector
T. H. Motter, Box 12 . . . . . Receiver
B. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets every Sunday at 2 P. M. in B. of L. F. Hall, North Broadway.
Sigle McFarland . . . . . Master
H. P. Matthews . . . . . Secretary
F. A. Mills . . . . . Collector
John Malin, Jr . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Fred Broughton, 432 Mullett St . . . . . Master
J. Nopper, 217 Crogan st., ... Secretary
E. Heidenrich, 124 Hastings St . . . . . Collector
J. Nopper, 217 Crogan St, ... Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.
Meets at Simmons Hall, cor. Summer and Union sts.
J. R. Dwyer, N. C. & St. L. Round House . Master
E. P. Bishop, 69 S. Union St . . . . . Secretary
M. O. Tindall . . . . . Collector
F. G. Harrison, 55 Stevens Ave . . . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays of each month, cor. Third and Main sts.
W. J. Torrance, 413 William St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . . Collector
John K. Taylor, 614 Upper 9th st . . . . Receiver
Jerry Burke, 606 S. 8th st., TerreHaute, Mag. Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
W. H. Wilder, 1217 Madison st. . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
J. F. Melcher, Sweaney ave . . . . . Collector
J. D. Hawksworth, 2003 Madison St. . . Receiver
P. Murphy, C. B. & Q. R. R. . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meets 1st Sunday of each month at 2 o'clock P. M. and every Wednesday at 7:30 P. M. in T. L. Peers' Hall, Main st
C. E. Wear, 703 Union st . . . . . Master
W. D. Campbell . . . . . Secretary
D. F Wagner, 208 Fourth st . . . . . Collector
P. A. Hamilton, 819 Harrison st . . . . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ETNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
Henry Peele . . . . . Master
D. B. Rathfon . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon . . . . . Receiver
Henry Peele . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
E. E. Teal . . . . . Collector
J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent.

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Monday at 7 P. M.
R. Ames . . . . . Master
W. H. Daily . . . . . Secretary
Edward McClure . . . . . Collector
A. J. Broughton . . . . . Receiver
Ed McClure . . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets 2d and 3d Tuesdays at 7:30 P. M. and 2d and 4th Sundays at 2:00 P. M. in Engine Hall.
W. S. Cox . . . . . Master
Clint Butler, Box 651 . . . . . Secretary
F. A. Rosenbauer . . . . . Collector
C. C. Robertson . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets every Monday at 7 P. M.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
Geo. A. Ferguson . . . . . Collector
Jno. Belat . . . . . Receiver
Geo. A. Ferguson . . . . . Magazine Agent

Digitized by Google

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
G. Hiscox, 718 Caledonia St . . . . . Secretary
Frank Krause, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter . . . . . Master
W. N. Kelly, Box 1018 . . . . . Secretary
H. S. Hynes, Box 1054 . . . . . Collector
A. H. Spencer, Box 1025 . . . . . Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
J. Marn, Box 619 . . . . . Master
L. L. Neibling, Box 784 . . . . . Secretary
B. E. O'Neil . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 463 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets 2d Saturday of each month.
Fred Geddes . . . . . Master
D. W. Duncan . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
J. G. Armstrong, Richmond Lodge . . . Master
J. G. Armstrong, Richmond Lodge . . Secretary
J. Smith, 39 Eccles st . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
H. Heide . . . . . Master
Chas. McCauley . . . . . Secretary
F. F. Friant . . . . . Collector
M. J. Fitzgerald . . . . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 503 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . Receiver
William H. Morne, 1703 N. 7th st. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 P. M. in Crane's Hall.
F. M. Howard, Box C . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday night at 7 P. M.
W. Kane, Box 184 . . . . . Master
Geo. M. Lovett, Box 184 . . . . . Secretary
H. M. Worthington, Box 184 . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 184 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets Monday evenings over Deseret National Bank, cor. Main and 1st South sts. at 7:30 P. M.
J. C. Dunton, Box 586 . . . . . Master
Ed. Shinn, 448 W. 3d South st . . . . . Secretary
Geo. M. Edwards, 234 3d West st . . . . Collector
Peter T. Tibbs, 146 S. 3d West St. . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
Jas. Robinson, 730 N. 10th St . . . . . Master
J. E. Gardner, Corner 9th and U St . . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
L. Ream, L. Box 709 . . . . . Receiver
O. M. Freese, 13 st., bet. V and W, Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
M. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
William Gregg . . . . . Master
David J. Nicoll . . . . . Secretary
Alex. Hobson . . . . . Collector
Jas. Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
Thos. F. Judge, 18 Hickory st . . . . . Master
Geo. W. Welsh, 414 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
C. R. Bosworth, Box 157 . . . . . Receiver
S. A. Holman, Box 82 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M.
P. A. Branson, Box 808 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M. in Shafer's Hall.
Sam Welch, Box 311 . . . . . Master
A. E. Roebuck, Box 311 . . . . . Secretary
S. B. Grove . . . . . Collector
J. H. Kuhns, Box 311 . . . . . Receiver
N. A. Cook, 264 Knower St, Toledo, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays of each month.
Geo. A. Updegraff, 3211 Hanover st . . . . Master
Wm. H. Smith, 4228 Wentworth Ave . Secretary
Henry Patton, 3230 Hanover st . . . . Collector
Wm. Stack, 2828 Shields ave . . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays of each month.
Louis H. Linn . . . . . Master
Harry Douglass . . . . . Secretary
Harry Douglass . . . . . Collector
C. L. Pugh . . . . . Receiver
J. R. Romans . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
J. K. Doherty, 156 Northwestern Ave. . . Master
E. P. Tobias, 27 N. Oakley Ave . . . . Secretary
Plato Denny, 101 care A, Fulton st . . . Collector
H. Price, 1019 A Fulton St . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey . . . . . Master
R. H. Thompson, Fort Howard, Wis . Secretary
Jerry Wood, Box 352 . . . . . Collector
Robert Parks, Fort Howard, Wis . . . Receiver
J. F. O'Conner, Box 449 . . . . . Magazine Agent

Digitized by Google

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays of each month at 2 P. M.
William M. Smith, Box 677 . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . . Collector
D. C. Lewis . . . . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Bozeman, Montana . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meets Sunday at 2 P. M.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E.Portland. Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
T. P. O'Rourke, L. Box 34 . . . . . Master
Charles Marsh, Box 34 . . . . . Secretary
H. W. Smith . . . . . Collector
Charles Ireland, Box 34 . . . . . Reciever
J. J Dowling, Heron Montana . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets every Sunday, at 2 P. M. in K. of L. Hall.
M. D. Hill . . . . . Master
James E. Redmond . . . . . Secretary
John R. Williams, ... Collector
Geo. W. Rowley, Jr. . . . . Receiver
Peter Layng . . . . . Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 1st and 3d Friday of each month.
J. J. Murphy . . . . . Master
S. W. Burdick, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
P. J. Donovan . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Ira Hurless, Box 79 . . . . . Collector
Clarence Latham, Box 446 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sunday of each month.
T. H. Sheppard . . . . . Marester
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
J. B. Mawby . . . . . Collector
Chas. Stanfield, 308 North Watt . . . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
Dave McBee . . . . . Master
A. Stockdale, Box 210 . . . . . Secretary
M. K. Curry, Box 210 . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry, Box 210 . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
W. R. Ruffin . . . . . Master
D. W. Shea . . . . . Secretary
C. W. Steelman . . . . . Collector
J. D. Bledsoe . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday and 3d Monday in each month.
M. H. Pursell, Box 1231 . . . . . Master
Albert Maunsell, Box 1231 . . . . . Secretary
Albert Maunsell . . . . . Collector
Frank Wills, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
W. F. Moughler, Box 244 . . . . . Master
Thomas Cunningham, Box 70 . . . . Secretary
H. Bradford . . . . . Collector
L. E. Parker, Box 265 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 228 Kline St . . . . . Master
W. L. Johnson, 209 Adams St . . . . . Secretary
Andy Verlin, 91 Jefferson St . . . . . Collector
J. R. Mussellman, 710 Locust St . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Tompkins, 105 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
. . . . . Collector
M. D. Adams . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesday of each month.
T. S. Taylor . . . . . Master
W. B. Delo . . . . . Secretary
F. A. Work . . . . . Collector
F. A. Law . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets alternate Tuesdays and Saturdays in Doan's Block, Main Street, at 8 P. M.
Charles A. Allen . . . . . Master
J. J. Lannan, Box 131 . . . . . Secretary
A. Jordan, Box 632 . . . . . Collector
A. Dunlap, Box 237 . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
T. Dorcal . . . . . Master
L. Lortie . . . . . Secretary
W. R. Combs . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays of each month.
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Weeks, Box 497 . . . . . Secretary
John W. Vroman, Box 497 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vroman Box 497 . . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays of each month in in Bragg's Hall, Cor. Berwick and Iron Sts.
Jesse S. Smith, 972 Wilkes Barre, St . . . Master
Stephen F. Milheim, 436 Center St . . Secretary
Jas. R. Morris, 440 Berwick St . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

Digitized by Google

212. EMPIRE; Watertown, N. Y.
Meets 2d and 4th Sundays at 1 P. M.
C. T. West, 55 Prospect St . . . . . Master
T. H. Lynch, 101 Factory St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 101 Factory St . . . . . Receiver
T. H. Lynch, 101 Factory St . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
Ed Davis . . . . . Receiver
J. H. Hiler, 1731 Maryland Ave . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays in every month in Lehman's Hall, 75 Linden Ave.
Geo. L. Wilson, 1423 Maryland Ave . . . . Master
J. N. Jones, 1731 Maryland Ave . . . . Secretary
B. E. Wilhelm, 319 Callows Grove . . Collector
J. W. D. Bowen, 315 E. Biddle St . . . . Receiver
J. H. Hiler, 1731, Maryland Ave..Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets 2d and 4th Sunday in every month at 358 Broadway.
I. J. Waufle, 148 East St., Greenbush, N. Y . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 54 Pine St . . . . . Collector
F. P. Brooksby, 59 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 54 Pine St . . . . Magaziue Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 3 P. M.
Harry A. Stearns, F. R. R. Engine House, Charleston, Mass . . . . . Master
C. E. Proctor, 35½ Blossom St . . . . . Secretary
H. W. Cushong, Day St . . . . . Collector
Henry L. Cass, 26 South St . . . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets every other Sunday in K. P. Hall.
W. K. Larr, Box 242 . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
Meet 1st and 3d Sundays at 1:30 P. M.
J. L. Weller . . . . . Master
Alex Powell . . . . . Secretary
Alex Powell . . . . . Collector
Frank Roberts . . . . . Receiver
Wm. Martin . . . . . Magazine Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
Richard Beeson, 271 Franklin St . . . . . Master
W. A. Walker, 215 Bidwell St . . . . . Secretary
Chas. A. Snyder, Alliance, O . . . . . Collector
John T. Sweeney, 189 Adams st . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Harvey Buck . . . . . Master
Engene R. Bright . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
Wm. Adams . . . . . Master
H. J. Carruthers, L. Box 60 . . . . . Secretary
J. Gray . . . . . Collector
Ed Everett, Box A . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. H., Child's block, 1st and 3d Sundays at 2 P. M.
Chas. W. Gardner . . . . . Master
O. G. Anderson, Box 316 . . . . . Secretary
Frank B. Rugg . . . . . Collector
Charles W. Gardner . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursday in every month at 7:30 P. M.
C. W. Harris, 47 Drake St . . . . . Master
John Cavens, 47 Drake St . . . . . Secretary
Chas. Cooper, 43 Drake St . . . . . Collector
John Cavins, 47 Drake St . . . . . Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
E. J. Farrell . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Ralusburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets 1st Monday at 8 P. M. and 2d Tuesday at 8 P. M.
T. L. Drummond . . . . . Master
H. Poole . . . . . Secretary
. . . . . Collector
Burt Wheatley . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Wednesdays at 8 P. M
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
J. W. Spence, 33 Eldridge St . . . . . Master
W. W. Stonier, 69 Eldridge St . . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . . Collector
Theodore Haskins, 30 Virgil St . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agen

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 320 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
Judson Bayly, 514 E. Market St . . . . Receiver
E. Wint, 1583 Market Ave . . . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
G. W. Gilkerson, 38 Knox St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Gus. Watters, 620 Clinton Ave . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
Geo. Moore, 203 Lombard St. . . . . Master
W. C. Lytle, 1009 Lombard st . . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 419 E. 2d St., Wilmington, Del. . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

Digitized by Google

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in Armstrong & Lyon building.
Floyd Pollison, Box 1431 . . . . . Master
W. H. Tidaback, 19 Grand St . . . . . Secretary
Sherman Gildersleeve . . . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday and 3d Sundayat 2 P. M.
Geo. W. Anderson . . . . . Master
Frank Probert . . . . . Secretary
Wm. C. Hunter, Boz 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher . . . . . Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St . . . . . Master
J. W. Walker, 2903 Penn Ave . . . . . Secretary
P. T. Williams. 2903 Penn Ave . . . . . Collector
R. O. Ferren, 2903 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1 P. M. and 2d and 4th Saturdays at 7 P. M.
J. Grether, Box 118 . . . . . Master
W. A. Callahan . . . . . Secretary
J. Grether, Box 118 . . . . . Collector
J. R. Nutty, Box 156 . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays in each month, at 10 A. M.
Benj. Dean . . . . . Master
M.J.Kennedy, 226 N.Wood St.,Chicago, Secretary
M.J.Kennedy, 226 N.Wood St., Chicago, Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman . . . . . Receiver
Henry Kortz . . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, at Southwest corner Main and Central Ave., third floor.
F. L. Volk, Box 782 . . . . . Master
A. R. Edington, Box 534 . . . . . Secretary
John Jennings . . . . . Collector
D. Lentz . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Sunday at 7:30 P. M.
G. Hastings, Cor. Orange and Grove Ave . Master
J. H. Bentley, 116 Cortland St . . . . . Secretary
M. Henry . . . . . Collector
Wm. Apted, 410 Page Ave . . . . . Receiver
George Holden . . . . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Barsger, Box 300 . . . . . Master
D. J. McGinley, Box 300 . . . . . Secretary
John Gleam, Box 300 . . . . . Collector
P. C. Hagerty, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meet at R. Y. M. C. A. rooms 1st and 3d Sundays.
Emery S. Smith, Box 25, Southport, N. Y, Master
E. B. Detrick, Blyly House . . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew. 108 Ferris St . . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Bonham, Texas.
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
J. L. Ison . . . . . Master
W. F. Rowe . . . . . Secretary
J. M. Painter . . . . . Collector
Ed. Harvey . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
J. B. F. Good, 1172 Fillmore St . . . . . Secretary
N. Laughlin, 339 Oakley Ave . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th St . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts.
Douglas Grigor, 196 Liberty St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
J.J.Bannon,Cor.Wilson and Walker Sts.,Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
F. B. Coats, Montgomery st, 3 doors south of Duffy . . . . . Magazine Agent

246. MACON; Macon, Ga.
Meets on 1st, 8th, 15th and 22d of each month, at M. & W. Freight House.
W. T. Roughton, 345 Fourth St . . . . . Master
J. H. Strickland, cor. Johnson and Elm St . . . . . Secretary
C. H. Richards, 52 Ash St . . . . . Collector
W. M. Walker, 349 Fourth St . . . . . Receiver
J. I. Davidson, 345 Fourth St . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
H. F. Waters, 316 Rawson St . . . . . Master
H. B. Childs, E., T. V. & G. R. R. Shops. Secretary
Fred Carlisle, 310 Rawson St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
J. M. Baird, 194 Powers St . . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays of each month.
W. Galliford . . . . . Master
C. E. Hollis . . . . . Secretary
J. L. Brown, Box 704 . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill . . . Master
J. O. Mason, Judd, Cook County, Ill . . Secretary
. . . . . Collector
L. McKee, Judd, Cook County, Ill . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
R. H. Diggory, Kingston, Pa . . . . . Master
F. O'Donnell, Ashley, Pa . . . . . Secretary
C. H. Lamon, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall.
J. T. Meyers, East Mauch Chunk . . . . . Master
L. Wildoner . . . . . Secretary
L. H. Yetter . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser . . . . . Master
H. G. Klugh . . . . . Secretary
W. Armstrong . . . . . Collector
M. M. Hinkle . . . . . Receiver
Frank Stocker . . . . . Magazine Agen

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 21 E. State St. 1st and 3d Sundays of each month.
Harvey B. Eldridge, 21 Walnut Ave . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator. 45 Hart Ave . . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

Digitized by Google

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays of each month.
I. C. Perrin, Box 34 . . . . . Master
E. C. Connor, Box 157 . . . . . Secretary
P. J. Farrell . . . . . Collector
Thomas Sheean, Box 25 . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 . . . . . Master
O. E. Thompson, Box 452 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
Ed. Gray . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
Andrew Carter . . . . . Collector
M. D. Finn . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Thurday evening at 7:30.
Mel. Norton . . . . . Master
A. S. Ritenour . . . . . Secretary
John Treadway . . . . . Collector
A. E. Leighty . . . . . Receiver
Ed Norton . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury, Box 51 . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
John D. Cummings, Box 107 . . . . . Master
Josh A. Baker, Box 122 . . . . . Secretary
Josh A. Baker, Box 122 . . . . . Collector
G. E. Hanford, Box 107 . . . . . Receiver
Louis E. Graham, C.P.r'nd house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets 1st Sunday 3d Tuesday in Masonic hall.
Edgar Worrell, Box 41 . . . . . Master
W. L. Ewing, Box 75 . . . . . Secretary
Wm. Taylor . . . . . Collector
L. V. McLaughlin . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets 1st and 3d Saturdays, and 2d and 4th Tuesdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
A. E. Hayden, Box 10 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson . . . . . Collector
A. E. Aikman . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
M. W. Fitzgerald, South Butte, Mon . . . Master
J. Byrne, Box 4, South Butte, Mon . . Secretary
Geo. Tyndall, Box 882 . . . . . Collector
C. H. DeCamp, South Butte, Mon . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meet 1st and 3d Sundays of each month at 2:30 P. M. in I. O. O. F. Hall.
J. Leech, 608 S. Division St . . . . . Master
A. E. Geary, 525 S. Division St . . . . . Secretary
A. Pitman, 525 S Division St . . . . . Collector
H. Norris, 59 River Ave . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 4th Sundays in each month.
T. Hayes . . . . . Master
P. Ryan . . . . . Secretary
A. Krienke . . . . . Collector
J. E. Moquin . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 P. M. at St. Charles Hall, on Patterson St.
M. Brown . . . . . Master
A. H. Flynn, 87 Pacific Ave . . . . . Secretary
T. Stockton, 37 Vallette St . . . . . Collector
W. Maguire, 54 Vellette St . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave . . . . Master
E. Gantt, 25 Hooke St. . . . . Secretary
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller st . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky . . . . . Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
W. L. Higbee, 2213 Snelling ave . . . . Secretary
D. Lucas, 407 Fifth St. S . . . . . Collector
J. D. Sharrah, 1901 3d St. S . . . . . Receiver
Sam Manhart, 2110 29th St. S . . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, South Stanhope, 1st and 3d Sundays, at 4 P. M.
Wm. Weller, Box 25, Port Morris, N. J. . . Master
R. A. Trezise, Box 30, Port Morris . . . Secretary
M. T. Dickerman, Box 31, Port Morris, Collector
Wm. Weller, Box 25, Port Morris . . . Receiver
Patrick Ash, Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets 1st and 3d Sundays each month at 1:30 P.M.
Joseph Osman . . . . . Master
G. B. Weller . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
Frank Maxwell . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . . Master
G. M. Wilson, 416 S. 9th St . . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
George Smith, 1428 Thirteenth St . . . Receiver
H. I. Sweeney, 345 7th St . . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. W. Myers . . . . . Master
B. H. Thomas . . . . . Secretary
L. A. McCutcheon, Charlottesville, Va . Collector
E. B. Engart . . . . . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays of each month at 1:30 P. M.
C. W. Jenkins, N. N. & M.V. Round House, Master
W. A. Demaine, NN&MV Round House, Secretary
Eugene List, 1008 Buchanan st . . . . Collector
W. R. Saunders, 4 N. 18th St . . . . Receiver
C. M. Lively, 905 North Fifth St . . . Mag. Agent

Digitized by Google

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . . . Master
R. H. McCarthy, L. & N. Shops . . . . Secretary
R. H. McCartPy, L & N. Shops, ... Collector
F. J. Carney, L. & N. Shops . . . . . Receiver
W H. Crawlord, L. & N. Shops . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 P. M., at Phœnix Fire House.
W. Wright, L. Box 482 . . . . . Master
M. E. Murphy, L. Box 482 . . . . . Secretary
E. Wright, L. Box 482 . . . . . Collector
Scott Jones, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
E. M. Coe, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
A. W. Jennings, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets 1st and 3d Sundays at 9 A. M., and 2d and 4th Sundays at 7:30 P. M.
W. H. Lohnes, Box 237 . . . . . Master
J. A. Atyeo . . . . . Secretary
A. B. Trenary . . . . . Collector
C. P. Countryman . . . . . Receiver
H. I. Ogle . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets over Hedden & Phelps', on corner of State and Market streets.
W. C. Brown . . . . . Master
E. E. Reeves . . . . . Secretary
Joe Scharf . . . . . Collector
Wm. H. Stephens . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Jones' Hall, on Main St., bet. 4th and 5th, on 1st and 3d Sundays in each month.
Bert Launt . . . . . Master
Calvin Minniear . . . . . Secretary
W. F. Gibson . . . . . Collector
Kelley Holsclaw . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in C. M. B. A. Hall, Great Bend, 1st Saturday at 8 P. M., and 3d Sunday at 2 P. M.
F. J. May, Hallstead, Pa. . . . . Master
J. F. McCormick, Hallstead, Pa . . . . . Secretary
T. L. Connelly, Great Bend, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
S. J. Connor. Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon of each month.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 88 Cedar St . . . . . Secretary
W. H. Dellert, 9 Carlisle St . . . . . Collector
Wm. A. Pyle, 46 Arthur St . . . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave. . . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St . . . . . Master
Wm. Wyler, 9 Squire St . . . . . Secretary
Wm. L. Dwyer, 51 Liberty St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
I. C. Sterner, Fairmont St . . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets 2d and 4th Sundays of every month in B. of L. E. Hall, cor. Warren and Potter Sts.
Frank Shinsky, L. Box 500 . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
C. L. Sterling, 701 N. Jefferson St . . . . Receiver
A Fixel, 1214 Miller St . . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets every Sunday at 1 P. M., in Otto's Hall, Twelfth St.
W. E. Hammond, 1816 Union Ave . . . . Master
J. C. Brode, 2826 Tenth Ave . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, cor 10th Ave and 4th St . Mag Agt

288. EMMET; Estherville, Iowa.
Meets 1st Sunday in each month at 7:30 P. M., and third Monday, at Masonic Hall.
W. S. Davis, L. Box 80 . . . . . Master
P. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
W. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anyan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall, bet. Main and 3d Sts.
J. T. Hart, 412 Washington St . . . . . Master
R. Tierney, 117 Riverside St . . . . . Secretary
J. W. Rowland, 408 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 404 S. 3d St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday at 8 P. M., 4th Sunday at 10:00 A. M., at Pythian Hall.
W. C. Latimer, 2045 Fulton ave . . . . . Master
G. W. Bruno, 2045 Fulton ave . . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, 57 A Somers St . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

292. POCAHONTAS; Holden, Mo.
Meets at Holden, Mo.
G. Y. Smith . . . . . Master
J. G. Vogelsang, Talmage House . . . Secretary
W. M. Bedell . . . . . Collector
P. B. Scanlan . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
W. J. Sharkey, 2608 Somerset St . . . . Secretary
James J. Haughey, 2710 Hewson St . . . Collector
Dennis J. Kilty, 2809 Edgemont St . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . . . Master
A. L. Jackson . . . . . Secretary
G. W. Lynch . . . . . Collector
E. A. T. Watkins . . . . . Receiver
G. W. Lynch . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
A. R. Kough, 1235 Harrison St . . . . Secretary
A. R. Kough, 1235 Harrison St . . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C.F. McSteen, care John McSteen, Magazine Agent

Digitized by Google

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near McGehe St . . . . . Secretary
C. F. Misener, 115 McGhee St. . . . . Collector
S. A. Presnell, Cor. McGhee and Clark St, Receiver
P. H. Gleason, 104 Jacksonborough St Mag Agent

297. CLARK; Jeffersonville, Ind.
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 . . . . . Master
C. E. Buehler . . . . . Secretary
P. J. Gavin . . . . . Collector
A. B. Chambers . . . . . Receiver
P. A. Coleman . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7.30 P. M.
Geo. Anderson, 2029 Eugenie Street . . . Master
W. B. Smith, 2121 Eugenia St . . . . . Secretary
Charles Durnell, 512 Montrose ave . . Collector
John McClusky, 1418 Joab St . . . . . Receiver
John McClusky, 1418 Joab St . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott . . . . . Master
C. H. Ridge, Box 87 . . . . . Secretary
Elwood Welshone . . . . . Collector
N. D. Huffman, Box 142 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday afteruoon and 3d Monday evening at I. O. O. F. Hall, cor. Michigan and Frankfort streets
A. S. Hewitt, 4th st. and Franklin Sts . . Master
Hugh J. Manney, 6th St . . . . . Secretary
W. H. Henry, Pine street . . . . . Collector
Jas. Whitby, 5th street . . . . . Receiver
Lew Willson, 7th street . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 161 . . . . . Master
A. C. Plante Box 178 . . . . . Secretary
S. A. McPhee, Box 887 . . . . . Collector
A. C. Plante, Box 178 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. POST OAK; Hempstead, Texas.
Meets twice per month in Knights of Honor Hall.
A. Werner . . . . . Master
W. A. Weir . . . . . Secretary
T. N. Aaron . . . . . Collector
W. A. Wier . . . . . Receiver
T. N. Aaron . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
F. H. Barrelle . . . . . Master
G. B. Yauch . . . . . Secretary
C. E. Humphreys . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Texas . . . . . Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas . . . Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. E. Jones, El Paso, Texas . . . . . Collector
care T. P. Jacobs, M. M., Jimulco, Mexico.
H. C. Koepke, El Paso, Texas . . . . . Receiver
care J. S. Turner, M. M., Jimulco, Mexico.
N. W. Landon, El Paso, Texas . Magazine Agent
care J. S. Turner, Jimulco, Mexico.

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 46 School St . . . . . Master
J. P. Callahan, 19 Pine st . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prine St . . . . . Receiver
C. S. Woods, cor. Linden and Beacon streets . . . . . Magazine Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. S. Gates, 34 Patton St . . . . . Master
W. M. Butler, B. & A. Engine House . Secretary
E. O. Sexton, 416 Union St . . . . . Collector
C. A. Chapin, B. & A. R. R . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays in each mouth
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday.
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y . . . . . Secretary
Robert Spears 100 Eagle St., Green Point, L. I., N. Y. . . . . Collector
William Carroll, 165 Fourth St . . . . . Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
H. C. Martin . . . . . Master
Geo. W. Wareham, Box 85 . . . . . Secretary
H. C. Campbell . . . . . Collector
J. O. Elder . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets 1st and 5th Sundays.
R. Rippen, Box 235 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
J. W. Miller, Box 311 . . . . . Collector
C. A. Howe . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets every 1st and 3d Sunday at 3 P. M.
Mathew Hefferman . . . . . Master
F. R. Swaney, Box 6 . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7.30 P. M.
M. S. Laughlin, Box 54 . . . . . Master
John Williams, Box 131, Armstrong, Kan, Secretary
John Donovan, Box, 32 Armstrong, Kan, Collector
E. G. Wilson, Box 41, Armstrong, Kan . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . . Master
George Lutton . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Wm. J. Mattice, 58 Paine St . . . . . Master
Wm. J. Murray, 97 James St . . . . . Secretary
Christopher H. Haverly, 48 Hudson Ave Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

Digitized by Google

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 6:30 A. M. in Bland's Hall, 9th and Penn Sts.
Edward Noonan, 630 N. 8th St . . . . . Master
Wm. Gordon, 836 Green St . . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
L. Brownback, 226 N. 9th St . . . . . Receiver
Charles H. Wesley, 603 North Third St. Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, Glenwood, 23d Ward, Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday evening at 6:30, standard time.
John Roach . . . . . Master
J. C. Faigh . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Monday at 9:00 A. M.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
G. W. Light . . . . . Collector
C. E. Cage . . . . . Receiver
J. F. Kiter . . . . . Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.
Meets every Sunday at B. of L. F. Hall, over Austin's Store, at 2 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
John B. Dexter . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St . . . . . Secretary
James Haas, 2135 Darien St. . . . . Collector
Irwin S. Stearly, 923 Mt. Vernon St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets 2d and 4th Sundays of each month.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in New Ætna Hall, on Main st.
J. W. Fisher . . . . . Master
Jeremiah Haley . . . . . Secretary
G. W. Bowman . . . . . Collector
James Kelly . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
J. J. Hoarty, Palo Alto, Pottsville, Pa. . . Master
W. H. Sowers, 102 Savoy St. Palo Alto, Pottsville, Pa. . . . . Secretary
T. F. Brennan, 391 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa . Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 69 High St. . . . . Secretary
G. E. Lovelace, 8 Webster St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
C. Billington, 28 Hilton St . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
Harry Brown . . . . . Master
J. M. Griffith . . . . . Secretary
Mike Sauer . . . . . Collector
Chas. E. Higgins . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets alternate Sundays in K. of P. Hall.
C. P. Curtis . . . . . Master
H. F. Zinn . . . . . Secretary
J. W. Coolidge . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays at 1:30 P. M.
A. Dillon . . . . . Master
E. Remy, Box 169 . . . . . Secretary
H. Wade . . . . . Collector
R. H. Rundle . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
E. D. Root, Wyandotte, Kansas . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
E. E. Fair, Box 57 . . . . . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
A. J. Wages, Ga. R. R. Shops . . . . . Master
R. B. Chapman, 414 Reynolds St. . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
R. B. Chapman, 414 Reynolds St . . . . Receiver
R. B. Chapman, 414 Reynolds St, Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays, at 40th St. and Lancaster ave.
B. F. M. Keffer, 3841 Spring Garden St . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1521 S. Woodstock St . . . Secretary
H. A. Krauss, 1706 Afton St . . . . . Collector
F. H. Hartzell, 1506 Lukens St . . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets 427 Notre Dame st., on alternate Sundays.
Alfred Bring, 20 Roch Laur St., Montreal . . . . . Master
Peter Dionne, 66 Iberville st., Montreal, Secretary
Telephore Grondines, 15 St. Catharine st., Montreal . . . . . Collector
J. G. Adolphe Brazeau, 97 Moreau st., Hochelaga . . . . . Receiver
Thomas Keiller, 28 . . . Marlborough st., Hochelaga . . . . . Magazine Agent

Digitized by Google

336. FALL RIVER; Neodesha, Kansas.
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
J. A. McPaul . . . . . Collector
Chas. Koehler . . . . . Receiver
Mose Weekley . . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1802 Belleview Ave . . . Master
G. H. Roberts, 1631 Belleview Ave . . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays at 1:30 P. M. in P. O. S. A. Hall, corner 4th St. and Huron avenue.
Frederick Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
G. B. McManigal . . . . . Collector
George Severin . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays of each month.
M. L. Bixler . . . . . Master
A. M. Willby, L. Box 781 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets every 2d and 4th Sundays, in Odd Fellows' Hall, at 1 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 507 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . Magazine Agent

341. GOLD RANGE; Kamloops, B. C.
Meets every Wednesday at Engineers' Hall.
David Morton, Kamloops . . . . . Master
Jas. Gander, Kamloops . . . . . Secretary
Jas. Gander, Kamloops . . . . . Collector
Arthur Randall, Donald, B. C. . . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Meets 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin, Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
T. W. Cresswell . . . . . Master
W. A. Ennis . . . . . Secretary
J. Robinson . . . . . Collector
E. Garraux, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets every Sunday at Phœnix Hall, at 10 A. M.
D. C. Dickert . . . . . Master
W. H. Fetner, Jr., Care R. R. shop . . . Secretary
W. H. Fetner, Jr., Box 368 . . . . . Collector
A. C. Lee . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
Meet every 2d and 4th Sundays, at Cor. Reid and Second Sts.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelley . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
Meets every Sunday at 7:30 P. M. in Odd Fellows' Hall.
A. D. Slack . . . . . Master
T. Butler . . . . . Secretary
W. A. Shackelferd . . . . . Collector
J. I. Sizor . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
Meets 1st, 2d and 4th Wednesday evenings of each month, at 7:30.
B. S. Williams . . . . . Master
Wm. Pinkerton, Box 320 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
C. H. Voris, Box 196 . . . . . Receiver
J. E. Coulter . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets 1st and 3d Sundays at 2:30 P. M., in I. O. O. F. Hall.
Thos. L. Brinson, L. Box 11 . . . . . Master
E. A. Stephens, L. Box 93 . . . . . Secretary
Thomas H. Boynton . . . . . Collector
F. G. Schilke, L. Box 37 . . . . . Receiver
Ed Jacobson, L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Henry Grimm, Weehawken P. O., Union Hill . . . . . Master
D. Shea, New Durham, N. J. . . . . Secretary
F. L. Wilber, 67 Hudson Ave . . . . . Collector
J. E. Boyle, New Durham, N. J . . . . . Receiver
F. L. Wilber, 67 Hudson Ave . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
W. J. Doherty . . . . . Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley . . . . . Collector
T. R. Mertz . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Eldredge Boyer . . . . . Master
Wilson Dotler . . . . . Secretary
George Dubler, Box 153 . . . . . Collector
Wm. Hartley . . . . . Receiver
E. S. Doudt . . . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
C. P. Kelley . . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. School and Forest street . . . . . Secretary
J. E. Pratt, 24 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . . Magazine Agent

354. HOBOKEN; Hoboken, N. J.
John Curran, 215 Erie St, Jersey City, N.J., Master
J. S. Kennan, 139 Second St . . . . . Secretary
E. C. Williams, Morristown, N. J. . . . Collector
A. Georgeot, 219 Park ave . . . . . Receiver
D. McNamara, Summit, N. J . . Magazine Agent

355. STONE CITY; Joliet, Ill.
Meets 1st Tuesdays and 3d Sundays at 7:30 P. M., in Switchmen's Hall, over Cagwin's Bank, Jefferson street.
W. W. Brooker, 134 S Hickory St . . . . . Master
Chris. Nolan, 102 Gardner St . . . . . Secretary
M. O'Grady, 701 Scott St . . . . . Collector
T. F. Hannan, 411 S Desplanes St. . . . Receiver
Bernard Deigman, 901 Van Buren St., Mag. Agent

356. CHAUNCEY M. DEPEW; Albany, New York.
Elmer G. Allen, 26 Westerlow St . . . . . Master
Robt. J. Lilly, 57 First St . . . . . Secretary
P. S. Dormady, 24 Trinity Place . . . Collector
S. E. Sweet, 466 Broadway, E. Albany . Receiver
Jacob Campbell, 229 Second St . Magazine Agent

357. JUSTICE; Vanceboro, Maine.
W. A. Smith, Carleton, St. John's, N. B. . Master
J. E. Shea . . . . . Secretary
C. J. Tabor, Woodstock, N. B. . . . . Collector
D. C. West, Brewes, Maine . . . . . Receiver
F. W. Henderson, Fredericton, N. B., Mag. Agent

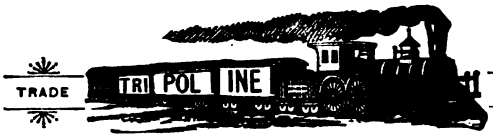
358. COOKE; Elma, Iowa.
Fred J. Swanson, Dubuque, Iowa . . . . Master
E. W. Freeman . . . . . Secretary
Mark L. Murray, 285 Concord St., West St. Paul, Minn . . . . . Collector
C. J. Sleeper, 38 Chicago Ave., St. Paul, Minn . . . . . Receiver
E. F. Ward, 188 Custer St., West St. Paul, Minn . . . . . Mag. Agent

Digitized by Google

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)

ESPECIALLY adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT **Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.**

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is not found to be exactly as represented, may be returned, at our expense, and money refunded.

Address, THE MATCHLESS METAL POLISH CO.,
198 and 200 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

PHOTOGRAPHS

—OF THE—

Minneapolis Convention.

We are now prepared to furnish Photographs of the Minneapolis Convention at the following rates:

Single Copy	$ 1 50
Six Copies	6 00
Thirteen Copies . .	12 00

The Photograph is one of the most perfect ever taken of any delegation.

Orders sent to F. X. HOLL or W. E. RICHMOND, of Northwestern Lodge No. 82 B. of L. F., will receive prompt attention.

Pictures sent C. O. D. to any address.

J. P. BALL & SON,
219 and 221 Nicollet Ave.,
MINNEAPOLIS, MINN.

TO MAGAZINE AGENTS.

The following PRIZES will be given to the Lodge securing the largest number of PAID subscribers to the LOCOMOTIVE FIREMEN'S MAGAZINE, for the year 1887, viz:

For the Lodge—A Handsome Parlor Organ.

For the Agent—Fifty Dollars ($50) in Cash.

Each annual subscription will be counted equal to two semi-annual or four quarterly subscriptions.

The Prizes will be awarded January 1st, 1888, to the Lodge having the largest number of paid subscribers on the Grand Lodge records on December 1st, 1887.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. AUGUST, 1887. No. 8.

THE CONTEMPLATED TREATY WITH RUSSIA.

The government of Russia is an autocracy, a government in which supreme, uncontrolled, unlimited authority, or right of governing devolves upon a single person—an autocrat. The czar of Russia, the emperor of that vast realm which includes one-half of Europe and one-third of Asia, governs by absolute, by autocratic power, more than one hundred millions of human beings. Their lives, their liberty, their destiny, are all in his hands. He can behead them, hang them, burn them, torture them, exile them, confine them in dungeons black as the deepest cave in Pluto's dominions, and there are none to say nay. When the decree, the ukase goes forth, it is as doleful as a funeral knell, and multiplied thousands of the czar's subjects, the victims of his autocratic infernalism are now, worse than dead, dragging out an existence of unspeakable torture in Siberian mines and prisons, compared with which hell would be an elysium.

The government of the United States of America is as unlike that of Russia as fire is unlike ice, as the devil is unlike an archangel, as a benediction is unlike a malediction. The government of the United States recognizes the capacity of man for self-government. Here one man, politically, is the equal of any other man. Here citizenship is sovereignty; here the ballot is the scepter and the crown, not a symbol of power but the power itself; here all men are free and independent; here all men stand upon the same plane of political,—governmental—rights, and here, more than elsewhere on God's green earth, man expands, by rights divine, to the full stature of sovereignty.

The czar of Russia is in perpetual danger of being killed. Assassins are forever on his track to slay him. Millions of Russians look upon him as a human monster, the incarnation of inexpressible cruelty. He will not surrender any portion of his autocratic power. He refuses liberty to his subjects. With his hand upon their throats and his iron-clad hoofs upon their prostrate forms, he laughs to scorn their pleadings to be free.

In the dominions of the czar there is an eternal protest against his government; eternal pleadings for liberty, for freedom; eternal anathemas upon the head of a sovereign whose savagery, whose barbarous methods of government defy characterization, and in the presence of which liberty is speechless—and now, this czar, this autocrat, this slayer of men and women, whose crime before God and man is a desire

Digitized by Google

for freedom, comes to the United States of America and demands a treaty in which it shall be stipulated "that the United States governmentshall declare that the nihilist movement in Russia has no political meaning at all, and that any revolution which should endanger the czar's life—even war for constitutional government—shall be declared in advance by the American republic, so far as a treaty can declare it simply a plot to commit murder. As a naked proposition, nihilism is abhorrent to the American mind, assassination of officials, high or low, meets with universal detestation. The American citizen, who resorts to such a demonized redress for a real or a supposed grievance, is simply a fiend—and it has generally been found that the guilty creature is one whose reason has been dethroned. In the United States, the people, being sovereign, may with little delay, by processes known to law and constitution, change both laws and rulers—and hence, nihilism has no votaries in the United States, nor would there be in Russia, of the Czar would grant the people a constitutional government, give them liberty, or a government in which they would be permitted to exercise some of the prerogatives of freemen. These things being stubbornly denied, nihilism exists, and is to all intents and purposes an outgrowth of political conditions, a crime it may be, but a crime infinitely less aggravated than the crimes of the autocrat which provokes them. The United States is free from nihilism, because, for every wrong there is a remedy, without an appeal to the extreme measures to which Russian nihilists resort to mitigate the tyranny under which they live. But if in the United States there should ever come a time, when "life, liberty and the pursuit of happiness" is abridged or cloven down by an autocrat, then nihilism will be as conspicuous here as it is now in Russia, aye, and a thousand times more open to view. We think it can be shown without a labored effort that nihilism, as a means to advance the rights of men, to secure freedom from oppression and escape the cruelties of autocrats, is politically and religiously right. Sacred history proclaims its justification. Those who believe the Bible will admit the proposition in all of its terrific force.

At one time Pharaoh, the king of Egypt, had the children of Israel in bondage. Pharaoh was an autocrat. He was requested to give the descendants of the old patriarch their liberty. This he refused. And for this refusal the land of Egypt was overwhelmed with plagues. In the first place all the waters of Egypt were turned to blood—and the fish that was in all the rivers died and the water "stank," and the Egyptians could not drink the water. Again the demand was made that the people whom Pharaoh held in bondage should be permitted to go free and upon his refusal, came the plague of frogs—and the reptiles filled all the rivers, lakes and pools, and covered all the land until Pharaoh relented and he consented to let the bondsmen go free—and the frogs were gathered into heaps when they died and "stank." Pharaoh, however, concluded to act treacherously, and after promising to let the children of Israel go, changed his mind, and for this all the dust of Egypt was transformed into lice, and lice were upon man and beast, followed by flies, until Egypt was a land of lice and flies. This was pretty rough on Pharaoh and the people of Egypt, but the children of Israel were good working men, they could make bricks without straw, and Pharaoh concluded to hold on to them at any price, and as a consequence, all the cattle, horses, asses, camels, oxen and sheep, of the Egyptians, were cursed with murrain, and in addition, all the people were cursed with blains and boils. But Pharaoh would not give his slaves freedom, would not let them go; as a consequence, then came a storm of hail and fire upon all Egypt and other destruction followed in its pathway. But Pharaoh persisted in fighting it out on that line, and invited more nihilism.

Digitized by Google

Then came the plague of locusts which covered all the land, and devoured every herb—all the fruit that escaped the hail, followed by a plague of darkness, which was so deep that it could be felt, it was virtually the entombment of Egypt for three days. About this time the Egyptian autocrat became exceedingly wroth with Moses, telling him to quit his palace, and to visit him no more. And it may be said, that Jehovah was getting ready to settle the question with the autocrat, and as a last resort, the first born of every family in Egypt, "from the first born of Pharaoh, that sitteth upon his throne, even to the first born of the maid servant that is behind the mill," was slain—"and all the first born of beasts"—and when the destroying angel had passed over Egypt, Pharaoh had received lessons in nihilism, which though of terrible severity, were deserved, because he was denying life, liberty and the pursuit of happiness, to men, women and children whom he held in bondage. Nor were the plagues all the penalties Pharaoh paid for his autocratic obstinacy and savagery. He followed the fleeing columns of the Israelites, their flocks and herds with his chariots and horsemen, intending to slaughter and despoil them, or bring them back to slavery, and it was only when the waters of the sea overwhelmed his hosts and they perished, that the pursuit ceased.

The point we make is, that Pharaoh, as an autocrat, was less a monster than the Czar of Russia, and that nihilism, under certain circumstances, is justifiable, and was brought to bear upon Pharaoh by the commands of Jehovah himself, and that the plagues, the slaying of the first born, and the annihilation of Pharaoh's army, stand as eternal protests against autocracy, and as permissions, when liberty is at stake, to use any means possible to devise whereby the precious boon may be secured.

The nihilists of Russia, suffering more outrages than the Israelites, were ever subjected to under Pharaoh, resort to methods far less terrible than those which Jehovah practiced upon the autocrat of Egypt and its unfortunate people. Moses by direction of the king of kings, said to Pharaoh, "Let my people go." The demand being refused, the Supreme Ruler, visited upon Pharaoh and upon all Egyptians, curses which grew in horror, culminating at last in the death of the first born in every Egyptian home, and finally the death of every man of the vast armies which went in pursuit of the Israelites.

Was this warfare which Moses conducted in Egypt, nihilism? The objection to dynamite is that the innocent suffer with the guilty, but the fact in no wise interfered with God's plans in Egypt. True, Moses did not use dynamite, but who that can form any rational conceptions of the plagues which God sent upon Pharaoh and Egypt would not prefer dynamite? The crimes that Pharaoh perpetrated upon the Israelites were such as only an autocrat could commit, and Heaven indorsed the exterminating policy of Moses.

The Russian ruler is a thousand times more infamous than was Pharaoh. In his devilish rule he sins against more light and knowledge. Pharaoh was a pagan, the Czar is a professed Christian and at the head of a great Christian Church. If Jehovah could command and execute Nihilism in Egypt, why should He not command and approve it in Russia? Who knows that the Ruler of the universe does not approve it? Who knows that He does not hear the prayer, the agonizing cries of the miserable victims of the Czar's cruelties, whose only crime is a desire to be free, and who dare make an effort for freedom? Russia now comes to the United States and demands that this government shall surrender all Russians, who, by any means, seek to throw off the shackles which the autocrat of their country has forged for their perpetual enslavement. Germany and Austria have agreed to surrender Russian political criminals, but England stubborn-

Digitized by Google

ly refuses such concession. England's treaty with Russia provides that "A criminal is not to be executed if the crime for which his extradition is demanded is a political one, or if he shall prove that his extradition is demanded with a view to prosecute or punish him for a crime of a political nature." In this, England maintains that an effort to kill the Czar for his savage inhumanity to his subjects is a political crime for which the party charged shall never be surrendered. The treaty which Russia is trying to get ratified by the United States senate, provides for the non-extradition of Russians for political crimes, but if killing results when Russians fight for freedom, particularly if it is the Czar himself, or any member of his family, then, in that case, the crime is to be declared not political, and the Russian, if he has sought asylum in the United States of America, is to be surrendered, given over to Russian savagery, and to pay with his life the penalty for ridding his country of an incarnate fiend, and this treaty already made between the United States and Russia, a treaty with provisions that neither Switzerland, France nor England would tolerate, is expected to be ratified by the senate of the United States, and proclaimed the law by the President. If such a stupendous iniquity is perpetrated by the American senate, and proclaimed the law by the President, autocracy, czarism, absoluteism which regards with unspeakable detestation American liberty and the genius of American institutions, will have gained a foothold and a standing in the United States, well calculated to make every free man, every lover of liberty, blush for the degeneracy of his country. The autocratic foes of liberty, of the emancipation from the deep degradation of serfdom, ought to die as reptiles and beasts of prey ought to die. The autocrat who punishes with death, exile and tortures, men whose only crime is plotting for freedom, conspiring for liberty, confederating for independence, whose high and holiest ambition is to secure life, liberty and the pursuit of happiness, is not fit to live, and the nations of the earth instead of giving him protection, should hunt him down and kill him as if he were a man-eating tiger. Patrick Henry's shibboleth cry was "Give me liberty or give me death," and now, when the Russian autocrat demands of the United States the surrender of a Russian, who, in the pursuit of liberty, without which life is a curse, kills a Czar, or any member of the family of a Czar, the object being the liberation of millions of slaves, he commits no greater wrong than when Jehovah pelted the Egyptians with indescribable curses because Pharaoh would not emancipate the Children of Israel. The question arises, ought Moses to have been surrendered to Pharaoh for punishment because of his worse than dynamite methods of warfare? Those who answer affirmatively may advocate the return of a Russian for torture and death, who for as holy a cause as that in which Moses was engaged and made Egypt a charnel house.

QUALITIES NECESSARY TO SUCCESS IN RAILROADING.

Occasionally, the question goes the rounds, What is the particular thing necessary to success in railroading? The idea seems to be that only a few persons have the required qualities which insure success, success being understood to be that a man shall begin at the bottom and ascend until he reaches the top round. The term "railroading," it occurs to us, may have a variety of significations. For instance, what Mr. Jay Gould understands by the term "railroading" is quite different, we apprehend, from what an average fireman, switchman, engineer or conductor understands railroading to signify. It is well understood that Mr. Gould has achieved success in railroading, marvelous success. The same was true of old Commodore Vanderbilt. Others could be named who understand "railroading," and have all the qualities necessary to achieve success. Manifestly "railroading" has brought to the front the very

Digitized by Google

best ability of the country. The history of railroading in the United States bristles with facts which read like fiction. There are men now in active business whose early manhood bears date coeval with the first mile of railroad track in the United States. During this period "railroading" has completely revolutionized pretty much everything; commerce, manufactures, mining, transportation and finance. Nor would it be doing special violence to fact to say railroading had revolutionized the politics, legislation and jurisprudence of the country. It has created colossal fortunes and a money-eyed aristocracy from which a steady stream of influences are flowing, pernicious and corrupting, and which, if not checked or modified, must eventually, in the opinion of thoughtful legislators, prove destructive of free institutions. Railroading in the United States takes the lead of all other departments of business. Is it a question of brains? railroading commands the best. A scheme is concocted to build a railroad. The first thing to be done is to obtain a charter. To obtain the *right sort* of a charter requires legislation, skill, experience, tact and strategy. If the legislators are deficient in these qualities of successful railroading they must be supplied by those who want a charter, so that they can begin railroading in earnest. Money at once supplies the required brains, and the charter is obtained. The building of the road is the next move in railroading. This, however, is preceded by obtaining subscriptions for shares of stock. A great many ignorant people go into the railroading business by subscribing more or less for shares. Very few of them ever succeed in making fortunes in that way. Thousands of them are excellent men, good citizens, honest and upright. Many of them plucky and subscribe largely. Their money goes, but it never comes back. They look for it, but it is covered up by first, second and third mortgages and bonds piled upon bonds, and finally, when the road is sold, they learn that they are not a success in railroading. They see the road built and equipped and trains running over it every day; they learn that it is a part of a great system, and they know their hard-earned dollars are in it, but they are told that it has wrecked, went into the hands of a receiver, and was finally sold and taken in by the bondholders. That sort of railroading has been carried on extensively in the United States until it is doubtful if there is a road in the country which pays a dividend to any of the original stockholders or their heirs. A number of gentlemen, however, understand that sort of railroading, and have found it immensly profitable.

If it is asked what are the qualities of head and heart which lead to success in that sort of railroading a correct reply will be found somewhat difficult. There are many men living who possess such qualities; they are very rich, very influential, very aristocratic; live in splendid mansions and in splendid style—and rightfully, it is claimed, stand at the very head of the list of those who understand railroading.

There is still another class of men engaged in railroading who have proved eminently successful in their day. They don't build railroads nor equip them, nor directly manage them—and yet they make money by railroading and obtain national reputations. They take a railroad which to build and equip has cost, say $1,000,000. This road has the ability to earn 9 per cent. net on its cost. That is not satisfactory. Presto, the property, by processes called "watering," is made worth $2,000,000, and the public is made to pay dividends on water as well as money. Nor is this overestimating the situation, since the highest railroad authority in the country asserts that the actual cost of the railroads of the country is, stated in round numbers, $3,000,000,000, while the capitalization of the property is $6,000,000,000. Such railroading demands great ability—immense brain power, will power, pluck, energy

Digitized by Google

a comprehension of the situation, a knowledge of law, as also an open defiance of law. It is in no sense what men understand to be "railroading" who are engaged in building roads or running trains, practical railroading. In giving an opinion in regard to the qualities required to achieve success in practical railroading, an "Ex-Official" is reported by the Omaha *Watchman* to say that they are inherent and not acquired, and that "a person without these natural qualities is not likely ever to acquire them, though if possessed in a small degree they often develop wonderfully under proper training. Men from the colleges, high schools and other institutions of learning have not made particularly great railroad men. On the other hand men without any educational advantages have gone right up from the track to the general office. There are several things, however, which all successful railroad men that I have ever known did possess, they are common sense, industry, patience, obedience and the ability to attend to their own business and control their tongues. Whenever you see a successful railroad man you will find these things a part of his nature. Whenever you see a man who has tried railroading and made a failure of it, you will find that in him those qualifications are wanting. One or two or three of these qualities will not answer, they all go together and must be combined in the one man." After all, the "Ex-Official" states nothing new nor peculiar. Common sense, industry, patience, obedience, and ability to attend to one's own business are winning qualities in every department of business. In connection with these there should be mentioned unbending integrity and sobriety. But let it be understood that success does not necessarily mean as the "Ex-Official" puts it, going from "the lowest to the highest position," or "from the track to the general office." That man has achieved success who acts well his part in the station he occupies; he may be neither rich nor renowned, but he met every obligation and was true to every trust. As we write a splendid army of Brotherhood Firemen pass in review. They are brave, noble men, fearlessly discharging their duties on all the railways of the land, true to employer, true to themselves, to the Brotherhood, to God and to their families. Humble toilers they may be, taking great risks for small pay, but in their cabs, with scoop in hand, patiently performing their duties, awaiting promotion as a reward of merit, they are peers of men who have achieved success (?) in other descriptions of railroading, and when they die and their comrades of the Lodge, as a token of esteem, "drape chart and charter in mourning," it is a testimonial as clean and enduring as anything that wealth, in the way of pomp and pageantry, can do for the railroad king who has grown to millionaire wealth by railroading.

LAND, LABOR AND LIBERTY.

Population is steadily increasing, but the quantity of arable acres of land in the world is fixed, there can be no increase of land. The land question, whether recognized or not, has, from the first, been the supreme question. It is not worth while to burden our columns with arguments showing that labor has created the wealth of the world, that capital is the child of labor, that without labor there would be no capital, without labor there would be no revenues, not a dollar would ever find its way into exchequers of governments. All writers capable of comprehending the simplest proposition in political economy, give to labor this supreme prominence, that labor creates all revenues, pays all debts and taxes, and yet these same writers with rare exceptions, if indeed an exception can be found, in classifying population, place laboring men at the bottom, and those who have been the most successful in robing labor of its rights, at the top of the social system, made them the governing class always and invariably, seeking by various methods to impoverish and degrade labor. A writer, in describing the workingmen's program

Digitized by Google

of the times, goes back to the middle ages and finds the same social grades existing as at present, and that "one grade and one element—the landed interest—dominated all the others. The reason is a simple one—the economic conditions of the time. Agricultural produce was the staple wealth. Trade was but slightly developed, manufacturing still less, and movable possessions were so little thought of in comparison with possession of the soil that chattels were alienable without the consent of the heirs, while property in land was not. Four highly important social consequences resulted from this predominance of the landed interest. First, the feudal system with its obligations of service in the field; second, the limitation of the right of representation to the owners of real estate; third, the exemption of landed proprietors from taxation, on the principle that a ruling, privileged class, invariably seeks to throw the burden of maintaining the existence of the state on the oppressed classes that have no property; fourth, the contempt with which every labor and profession not connected with the land was socially regarded." To obtain possession of the land enabled the land owner to rule all other classes. The landed aristocrats were despots, their rule was "blood and iron," and if it be asked, has this rule come down to our times, to our day and generation, it is only required to study affairs as they exist in Ireland, and to note the tendency of land monopoly in the United States. The shibboleth of the working men of America is not only the equitable distribution of the capital which labor creates, but the equitable division of land, and eternal hostility to land monopoly. It is true that land monopoly in the United States has not met with the stubborn hostility the enormity of the crime against the welfare of the country demands, and this is all the more inexplicable since in the United States the workingmen have the ballot, and by federation could put an end to the monstrous iniquity. Such action is postponed, we assume, for various reasons. In the first place, we are lulled into security because it seems impossible that the vast area of our country admits of anything approximating land monopoly as it exists in European countries. The vastness of our domain seemingly precludes the possibility of land monopoly to an extent that shall at any future time embarrass the people. Such conclusions indicate stupidity, a total ignorance of the growth of population, of the tendencies of the times and of the grasping designs of men who have it in their power under the laws as they exist to obtain possession of the land of the republic. With 60,000,000 of people land is already scarce, and when another hundred years are gone, unless laws are enacted against land monopoly, a condition of things will exist in the United States in many regards not dissimilar to those which constituted the colossal curse of the middle ages. There is but one thing which can prevent it and that is the intelligence and the independent action of the working men of America. If they fail to comprehend the situation, if they can be hoodwinked by the monopoly press of the country, if they can be debauched by the money power, if they can not be influenced by considerations as vital as were ever set forth in any campaign for life, liberty and the pursuit of happiness, then results may be foreshadowed as certainly as if a skeleton hand were to write our doom on the blue vault of the sky. But there are encouraging signs of the times. The government is taking hold of the subject and millions of acres of arable lands are taken from the grasp of monopolists and given back to the people. Apostles of right are coming to the front and the work of agitation is going forward. Public opinion is assuming a more healthful tone and workingmen are federating and "Land, Labor and Liberty" are becoming battle cries all along the line, and though victory may be delayed,

"Still from the sire the son shall hear
Of the stern strife,"

Digitized by Google

Until the battle is won and the victor's shout shall be heard, "There is land for the landless."

THE *Mechanical News* in a recent issue gives the present railroad mileage of each State and Territory as follows: Alabama, 2,286; Arizona, 988; Arkansas, 2,208; California, 3,292; Colorado, 2,913; Connecticut, 976; Dakota, 3,555; Delaware, 316; Florida, 1,939; Georgia, 3,274; Idaho, 811; Illinois, 9,579 (highest); Indian Territory, 422; Indiana, 5,700; Iowa, 7,907; Kansas, 6,059; Kentucky, 2,069; Louisiana, 1,393; Maine, 1,147; Maryland and District of Columbia, 1,252; Massachusettes, 2,018; Michigan, 5,468; Minnesota, 4,918; Mississippi, 2,069; Missouri, 5,054; Montana, 1,062; Nebraska, 3,703; Nevada, 954; New Hampshire, 1,044; New Jersey, 1,955; New Mexico, 1,219; New Yorx, 7,466; North Carolina, 2,187; Ohio, 7,403; Oregon, 1,225; Pennsylvania, 7,817; Rhode Island, 210 (lowest); South Carolina, 1,802; Tennessee, 2,184; Texas, 7,234; Utah, 1,139; Vermont, 944; Virginia, 2,727; Washington Territory, 923; West Virginia, 1,143; Wisconsin, 4,796; Wyoming, 750. Total, 137,500 miles. When it is remembered that this vast work of constructing railroads has been accomplished in sixty-three years, and within the memory of millions of men now living, it becomes difficult to comprehend the push and energy of the American people, and when it is understood that the United States represents about one-half of the railroad mileage of the world, it becomes still more a task to grasp the magnitude of the work. If to build and equip these roads has cost $25,000 a mile, then the cash actually invested amounts to $4,437,500,000, which is a close approximation to the actual investment. It is stated by the highest railroad authority in the country, that for each 100 miles of main track in the United States, there are 23.65 miles of second track, sidings, etc., 21.1 locomotives, 14.1 passenger cars, 5.3 baggage, mail and express cars, and 566.3 freight cars of all kinds. This would give the following results:

Miles of second track, siding, etc	31,829
No. of locomotives	27,637
No. of passenger cars	19,387
No. of baggage, mail and express cars	7,286
No. of freight cars	778,661

If there are 27,637 locomotives, there must of necessity be 27,637 Locomotive Firemen and the same number of Locomotive Engineers, combined constituting, in round numbers, an army of 60,000 men, constantly on duty and without whom not a wheel would turn. Railroads are being continually extended, and the demand for Locomotive Firemen can never be less than at present until there is found something besides coal and wood for fuel.

MR. MANVEL, General Manager of the Manitoba railroad, remarks that the greatest feat in railroad construction that has ever been accomplished in this or any other country, will be performed on the Manitoba road during the current year of 1887. Mr. Manvel says that it is proposed to build 580 miles from the western end of the Manitoba road to Great Falls, Mont., and ninety miles from Great Falls to Helena.

This extraordinary step is made necessary because of delay caused by negotiations with the Northern Pacific railroad. This latter road which was the only one that could transport the steel rails to the other end of the proposed route, so as to enable the Manitoba to build from both ends at the same time, placed such a heavy freight rate upon the transportation of the rails that it amounted to a prohibition. The contract has been let for the whole work, which stipulates that it shall be completed on or before Nov. 23d next. In order that this may be accomplished, the services of more than 5,000 graders will be required, and in laying the steel the contractors propose to use a steam track-laying machine and employ three separate crews of men, who will work eight hours each day, using electric lights at night, which, it is expected, will enable them to complete five miles per day. In this way

Digitized by Google

this vast work will be done and the Manitoba will have advanced its western terminus to within 750 miles of the Pacific coast. In addition to graders and track-layers, large crews of men will be required to build bridges, culverts, water-tanks, stations, telegraph lines, etc. The electric light has come to the front, and hereafter, when there is a necessity for it, will take the place of the sun and change night into day, and it is no far fetched fancy to assume that the day is not distant when electric lights will be as numerous along the tracks of railroads as are telegraph poles, and that trains will dash along as securely at night as when the sun shines in all his meridian glory. Why not? Would it pay? Well, money in the near future is to be so plentiful and cheap that railroad magnates will be puzzled to know how to expend their surplus, and it is safe to say, that when the bills announce "All the way by electric lights," the traveling public will take that route, even at an advance in rates of fare.

FROM THE WOODS.

Why should I, with a mournful, morbid spleen,
Lament that here, in this half-desert scene,
My lot is placed?
At least the poet winds are bold and loud—
At least the sunset glorifies the cloud—
And forests old and proud
Rustle their verdurous banners o'er the waste.

Perchance 'tis best that I, whose fate's eclipse
Seems final; I, whose sluggish life-wave slips
Languid away—
Should here, within these lowly walks, apart
From all fierce throbbings of the populous mart,
Commune with mine own heart,
While Wisdom blooms from buried Hope's decay

And the great sky, the royal heaven above,
Darkens with storms or melts in hues of love;
While far remote,
Just where the sunlight smites the woods with fire,
Wakens the multitudinous sylvan choir,
Their innocent love's desire
Poured in a rill of song from each harmonious throat.

My walls are crumbling, but immortal looks
Smile on me here from faces of rare books;
Shakespeare consoles
My heart with true philosophies; a balm
Of spiritual dews from humbler song of psalm
Fills me with tender calm,
Or through hushed heavens of soul Milton's deep
thunder rolls.

And, more than all, o'er shattered wrecks of Fate,
The relics of a happier time and state,
My nobler life
Shines on unquenched! Oh, deathless love that lies
In the clear midnight of those passionate eyes!
Joy waneth! Fortune flies!
What then? Thou still art here, soul of my soul, my wife!

—*Paul H. Hayne.*

Digitized by Google

SKETCHES BY A NAVAL APPRENTICE.

I.

Having finished my course at Girard college I ventured out upon the world filled to the full with mathematics and dime novel lore, my hobby being stories of the sea, naval battles and whaling voyages. This sort of literature put the notion into my head that I wanted to go to sea. Day by day this yearning for the sea seemed to grow stronger until at last I plucked up the courage to ask my guardian's consent, who listened very patiently and when I had finished he berated me soundly saying that I was a fool and forbidding me to mention the subject again. This kept me quiet for a while. About this time the U. S. S. Constitution was being fitted out to carry exhibits to Havre, France, for the Paris exhibition, and having been introduced to some of her crew the desire to go to sea became stronger than ever. My sailor friends advised me to apply to the executive officer of the Constitution. I did so but was informed that I was too young but he directed me to the navy yard at League Island, at which place he said they were enlisting boys for the training fleet. I hastened to the navy yard, to be again disappointed. I was told that in order to enlist I must have the consent of my guardian, given under oath before a magistrate. This put a damper on everything as I was afraid to mention the subject to my guardian. But I was determined and as long as I could not get into the navy I directed my efforts toward the merchant service. During my service on the wharves checking cargo for my employer I made the acquaintance of several captains and it was to one of these I applied for a berth. He accepted me, I was to receive no wages but was to work my passage. I kept my mouth shut at home but made preparations for leaving and at 12:30 P. M., July 12th, 1878, I was on my way to sea on board the schooner Nellie Scott.

My wardrobe consisted of just what I had on my back, but what did I care. I was soon to be out on the great ocean. Everything went along nicely until supper time came, then I began to see that a sailor's life is not so pleasant as most boys imagine. Our supper consisted of salt beef, coffee and hard bread. Having been accustomed to good food, this rough meal made me feel that I jumped out of the frying pan into the fire, and had not the river been so wide I actually believe I should have undertaken to swim ashore. The men who composed the crew saw how discontented I was and begged me not to show the white feather, and I determined to stay. After being on board a few days, I became acquainted with my duties and felt a great deal better in every way. My appetite was sharpened and I ate readily the salt beef and hard tack. We were two days in beating down the river and bay, but at last we passed the capes and were out at sea.

I expected to get deathly sick, but I was very agreeably surprised to note no difference whatever in my feelings. My appetite remained good and I never felt a particle of that terrible sea sickness I had heard so much about. This one fact served to make me feel as much a sailor as any man on board. Nothing of interest occurred during our passage from Philadelphia to Yarmouth, Nova Scotia. On our arrival we were permitted to go ashore and visit the town, which proved to be a very beautiful place. Having no money we confined our explorations to vessels lying at the docks and other scenes along the river front. We remained at Yarmouth one week, we were then ordered to Windsor, Nova Scotia, which we learned was up the Bay of Fundy. During our passage up this Bay, we encountered impenetrable fogs and tides, against which it was impossible to sail, consequently we were forced to anchor and await the turn of the tide.

During these waiting spells an anchor watch of one man was established in order to allow the crew to rest, also to call the Captain as soon as the tide should turn. One of these watches came very near getting me into serious tronble. I was put on watch with instructions to call the mate at the change of tide, and if it did not take place at the end of two hours I was to call my relief. The tide not having turned at the expiration of two hours I proceeded to awaken my relief, who answered me, and told me to turn in and he would get up. I did so, but

Digitized by Google

my relief went to sleep again, and when the tide turned the Captain was not called. My relief said he had not been called, and had it not been for the rest of the crew swearing that they had heard me call him it would have fared hard with me. As it was, this man lowered himself a great deal in the estimation of the Captain and crew.

We arrived at Windsor after being out five days, and proceeded to load with rock plaster for Wilmington, Del. This cargo was so heavy that it sprung the rudder casing and caused the vessel to leak badly, but this did not hinder the Captain from putting to sea. After being one day out we found that the pumps did not keep her clear, and the Captain deemed it necessary to put into Eastport, Maine, to repair. As the Captain's family lived at Eastport we stayed a few days longer than necessary. During our stay the vessel was calked and made ready for sea. We had a very pleasant but uneventful passage from Eastport to Wilmington, Delaware. On our arrival the Captain informed us that all who so desired would be discharged. The men accepted their discharges and wages. As I had nothing coming to me my fare to Philadelphia was paid by the Captain. I had been absent from home six weeks. You can imagine my appearance, having been six weeks amidst coal dust, tar and grease with one suit of clothes. I arrived at Philadelphia about 6 P. M., on August 26th.

Not having one cent in my pocket, it worried me considerably as to how I was to get across to Camden. I looked so filthy that I was ashamed to go home in daylight, so I loitered about the wharves in Philadelphia until dark. I then went boldly to the ferryman and stated my case, and he kindly passed me onto the boat and I landed safely in Camden. To run away from home is quite easy but to get back again is something else. I walked past the house several times and at last generated courage enough to pull the door bell. The night being dark and gloomy I was not at first recognized. After I became known I was received quite graciously, and after having a good bath and a change of clothing I felt myself again. Very little was said in regard to my escapade, my guardian thinking that my sad experience had been punishment enough, so the matter was settled very quietly, to my great satisfaction. I did not feel satisfied with my voyage, as I still cherished a desire for the navy.

One day whilst reading a newspaper I read of the very affecting parting scene between the officers and boys of the U. S. training ship, Saratoga. I also learned that the ship was at Philadelphia. Here was the long looked for opportunity to enlist in the navy. I mentioned the subject at the evening gathering, and was surprised in the fact that those present considered the matter important enough for discussion. I was informed that my guardian would visit the Saratoga and ascertain under what conditions, age, pay, etc., I would have to enlist. That encouraged me very much. The result of his inquiry was very satisfactory to him, and of course to myself. On October 4th I was conducted on board the ship to be enlisted. We were received by the officer of the deck, who inquired if I wished to ship; as I did, we were directed to the gun deck. As we reached this deck we were met by the captain's orderly and conducted to the captain's cabin. After exchanges of salutations, my guardian told the captain that I wished to ship. The captain asked several unimportant questions and then proceeded to examine me. I passed this examination successfully, and was taken below to the surgeon for medical examination. This was successfully passed also, and I was taken back to the captain. He informed us that I had been accepted, being physically qualified. He then drew up the blank enlistment papers. They were two in number, one for the government and one for himself. In order to make my enlistment binding I had to take an oath before a justice of peace that I would serve the U. S. Government to the best of my ability until twenty-one years of age, unless sooner discharged. The Government (also on oath) promised to discharge me on or about the day I became of age. These papers were sealed by the justice. My pay, $10.50 per month, began at once. The remainder of the day I spent in bidding my friends good-bye, before going on board for good.

Ex-Naval Apprentice.

(To be continued.)

Digitized by Google



Mechanics.

NO. VI.

Having considered the mechanical powers in detail, let us now trace them as they enter into combination with each other to produce the machine on which, and by which, we earn our wages—the Locomotive.

As its power is derived from steam, let us therefore take the place where the power is generated, namely the boiler, and consider what it was, is and should be, and what strains it has to withstand. The boiler is really not a machine it has therefore none of the mechanical powers employed in itself, and they occur only in the various attachments which are necessary to perform its various functions. The boiler in the first place then, is a place to boil water, and in order to make it efficient it must be able to produce a requisite amount to accomplish the work demanded, and strong enough to hold the steam generated until it is used. Mr. James Watts, of ancient memory, made his name famous for all time, because he noted the action of the steam which had been generated in the family tea kettle, and which raised the lid in its efforts to escape. The first boiler therefore of which we have any account, was a pot to boil water in. This of course is very well, but to demand a large quantity of steam from a given boiler, required more than the single heating surface of the pot to produce it, and we therefore have a large number of shapes, designed to increase the amount of heating surface. We have therefore the fire-box enclosed in the boiler surrounded with water on its four sides and over the top, and from this fire-box the flame and heat is made to pass through flues of various shapes and sizes to the chimney. This refers to the first boilers built and used in manufactories and mines. When it became necessary to construct boilers for the first locomotives, it became evident, that in order that they should produce the amount of steam to render them truly effective, a large amount of heating surface was required, and this was obtained by inserting a large number of flues, and this policy has continued to grow in favor and hence we have locomotives with over 200 and sometimes nearly 300 flues, and fire-boxes as long as 11 feet and ranging from 3½ to 5 feet in width. In many cases arches, of various kinds and shapes, forming combustion chambers to retard and more fully consume the products of combustion, have been added, and used with greater or less success, but of late the policy of builders seems to be to secure as much grate surface as possible, and add to this by flues. The steam generating qualities of the locomotive is further increased by the introduction of the exhaust into the stack, thus producing a fierce artificial draft, by drawing a large amount of air through the fire, and thus aiding the flame. The necessarily short stacks of the locomotive, made it imperative that some method should be found to create a draft equal to or even better than that obtained by the large chimneys or stacks used in stationary works, and hence the application of the exhaust steam into the stack, which seems to meet the requirements and fully supply the deficiency in the stack. Next we must have a boiler strong enough to resist the pressure brought to bear against it. It has been found that cylindrical shaped bodies have a greater power to resist both internal and external pressure than any other shape. Nearly every one knows that fragile as an egg may be, yet it is strong enough to resist the pressure a man may bring to bear on its ends, by a fair "squeeze" between the palms of the hands. This shows how a flue say 12 feet long and 2¼ inches in diameter, can resist a pressure of 130 lbs. per square inch, or the grand total of over 131,000 lbs. on its full length. The cylinder shape is equally strong to resist inside pressure, for in the boiler the pressure is in every direction at once, and while the steam that is pressing to the right, would destroy the shape and rend the boiler, the steam that is equally strong pressing to the left counter-balances it and checks that tendency, and thus preserves the shape and life of the boiler. Yet when we consider that every inch of the boiler-plate in contact with the steam, has to bear a pressure of say 130 lbs., or at the rate of over 18,700 lbs. to each square foot of plate, or nearly 3,000,000 lbs. of pressure on a cylinder 5 feet in diameter and 10 feet long, the wonder is not that the boilers prove too weak and explode, but that any should prove strong enough to withstand such a tremendously destructive force.

The innumerable stays, bolts and bars used to strengthen the flat spots of the boiler, show that boiler-makers are pretty well aware of the energetic force which they are to hold captive to the will of man, and they are not willing to give it any chance to exert its pressure on their work without having made suitable provision to counteract it.

Another destructive force, constantly at work on locomotive boilers is the continual expansion or contraction to which they are more subject than stationary boilers, owing to variations of pressure and temperature. Of course a further cause of much trouble in many sections is the poor quality of the water, which deposits scale and mud, and is often charged with alkali which corrodes and

Digitized by Google

eats away the iron and thus weakens the structure. With all these influences at work against the life and safety of the boilers, there must certainly be a large amount of good work and good material employed in the construction of the boilers, and it is not simply good luck that so few of them succumb to destruction.

As we are the ones who would be most liable to suffer from the consequences of any flaws or botch-work in the making of the boiler, a sense of gratitude to the makers, as well as a due regard for self-preservation, should actuate us to take the best possible care we can of our respective "kettles," and thus aid in the financial prosperity of our respective employers, for whatever benefits them will in the end also benefit us.

Master Mechanics in Convention.

MR. EDITOR: The question "Is it desirable to continue the use of steel for driving axles?" produced much discussion, pro and con. One man condemned the use of steel for axles in unqualified terms, calling it an unsafe and uncertain metal. Another gave his experience as just the reverse, in which another member concurred, but said he would rather use iron if he could get a perfectly good solid iron. After hearing Mr. Angus Sinclair's opinion, which seemed to show that steel axles have a certain known length of life, it seemed to be the almost general idea that steel axles were best, provided, however, that no sharp edges or cuts were turned on them, to mark a line of fracture which would ever be found co-incident with any such sharp offsets.

The idea of fitting truck journal brasses by planing to fit tightly into the boxes was not very warmly advocated, but it seemed to be the general belief that a happy medium between too tight and too much play would be best, and run without unnecessary binding and friction by an over-tight fit, or the destructive influences of too much side motion.

Driving-wheel brakes were then discussed and it was conceded by all that the most effective way of applying brakes was to just reach the point of pressure a little below sliding the wheels, as it was self-evident that when the brakes were applied so hard as to slide the wheels, the adhesive force or traction is destroyed, the wheels have lost their grip, or bite, and do not do much toward stopping the train. The point to determine therefore, was just how to get the proper amount of pressure on the wheels. The large majority of the Master Mechanics thought driving wheel brakes should be on all classes of locomotives, while a few would restrict them to freight and switch locomotives, and another small portion had no experience with driving wheel brakes or knew of no satisfactory brake. Attention was called to the fact that there is great danger of throwing the train from the track by a too sudden and severe application of brakes on the front end of a train or on the drivers of a locomotive. One M. M. had used and was still using wooden brake shoes with a lot of 1¼-inch holes bored into them, which were filled with rosin and sand. (Quite an idea; which carries us back to the days of our youth, when all the inter-state commerce of the nation had to be transported on heavy wagons, which were prevented from descending the long and steep grades too rapidly by the application of wooden blocks, sometimes lined with an old shoe or a piece of leather belting.) The cast iron brake shoes met with the most favor on account of their retaining a granulated face until worn out, whereas a wrought shoe would be worn smooth and obtain a polish or gloss, which prevented them from taking a firm hold of the wheel. The committee on driving wheel brakes recommended their application on as many wheels as possible. Some had found the driving wheel brakes very destructive to the driving boxes and also to the side rods, but it seemed as if the difficulty must have been elsewhere, for on roads where they were used very often no such breakages had occurred. One M. M. contended most strenuously that the driver brake should be used as an emergency brake only, but he was told that if it was not regularly used, probably when you desired to use it it might be out of order and not available.

Balanced slide valves then take up twenty pages of the minutes, and by it we find that most every road is, or has been, testing some of the numerous balanced valves and have met with more or less success. One fact seems to be very prominent in this connection, and that is that all of these balanced valves reduce the friction to such a degree that their chief recommendation is that they save a large amount of fuel, besides saving a large amount of repair to the valve gear and valve seats. As the amount of fuel used is a subject of great importance to the fireman, the balanced valve becomes the fireman's friend and should receive his hearty endorsement, in the hope that by the continued efforts of our inventors we may soon have a balanced valve which shall embrace as many of the advantages of those now in use as possible, and be reduced to such a condition of simplicity and practicability as to eliminate the disadvantages which some now have. It appears that most all of them work well when new, but some are complicated and soon get out of order and blow through or over. All of them are easy on the seats, many having been run from twelve to eighteen months without facing.

The next seventeen pages treat on the Removing, Cleaning and Resetting of Flues, and brought out as many different plans

Digitized by Google

almost as there were roads represented in the convention, but as it is not of so much account to our Order how it is done, as long as it is well done, we will not discuss this matter.

A report on a variety of shop tools then follows, showing the advance of labor-saving machinery in this direction.

Next on the record, we find the report of the Committee on the "Hammerblows," which is short and concise, and shows that while the committee have considered the matter, they are divided in opinion in regard to the subject, and desire to have an ocular demonstration of the hammerblow, by building a $6,000.00 scales, on which to weigh the "hammerblows," by having it so arranged that the locomotive could be run on a set of wheels fixed in the level of the track. These wheels again are to be supported in bearings attached to disks, to which guages are to be attached by means of which the "hammerblows" could be seen, as recorded by the pointer on the gauge. "Seeing is believing" and when the "hammerblow" is thus demonstrated many more will believe in that theory.

Not much more of interest remains to be noted, if we except a speech by Mr. John A. Coleman, of Providence, R. I., which contains many good points worth preserving, and from which we will cull such parts as may pertain to our avocation, in our next paper.

EVANSTON, WYOMING, July 2, 1887.

MR. EDITOR. Will some of your contributors please explain the following:

I know of an engine that slipped her right go-ahead eccentric. It was re-set and after starting it slipped again. It was again set, this time correctly, as the eccentrics were marked, and upon giving her steam it was found that she would not move except about six inches when thrown in the back motion, and the same when thrown in the forward motion. This distance she would move without opening the throttle.

No. 88.

In Balance vs. Out of Balance.

MR. EDITOR:—In my article in the *Magazine* for April, page 213, I promised to consider the application of correct mechanical principles for future locomotive practice.

In this connection I am somewhat in the position of the doctor, who, having gotten his patient very sick, was called to account for his treatment, and explained that he was a fit doctor, and if he could give the patient fits he was sure he could cure him, because "he was h—ll on fits." I should perhaps call the diseases of the "standard locomotive" a case of "Saint Vitus Dance," for if she has all the diseases which I have described in paragraph 3, page 272, *Magazine* for May, 1887, "Saint Vitus Dance" is a mild term for a combination of all those diseases in one machine.

The proposition or principles which will govern in prescribing a cure are laid down in the following order:

First, a *standing* balance and a *running* balance are not, and cannot be made one and the same thing, although this is what is attempted in the standard locomotive.

Second, Weights, rotating and reciprocating motion (the crank-pin, parallel-rod, crosshead and girdles, piston-head and rod), in combination, moving in a less circle of motion, cannot be balanced by rotating weight in a quarter circle (the counter-balance).

The above propositions being true, then the standard locomotive is *never* in balance at any speed. Here we have an illustration of what ought to be an exact science reduced to guess work, or to use a more familiar expression, "guessed at by thumb measure." Assuming for the sake of the argument that a locomotive is in balance at ten miles an hour, she cannot be in balance at any speed *above* or below that; then where must she be at *sixty miles* per hour? Let the accidents at Ashtabula, Hartford, Vt., Bussey Bridge, and the many others from *broken rails* of the past winter answer.

Third, no piece of machinery like a locomotive, with all its pecular movements, can be in balance when it is constructed upon the principle that the "*centre* of motion" and the "*axis* of motion" are one and the same thing, and the further rule, that "it makes no difference in the action of the driving wheel whether it is rolling forward on the rails, or held still and the rail pulled from under it."

The issue is now made up between the above and the following propositions:

First, Rotating and reciprocating motion in combination can be *perfectly balanced at all speeds, high or low*, by equal rotating and reciprocating parts in combination, moving in the opposite direction to the circle or plane of motion, equi-distant from the *center* of motion.

Second, This rule has direct relation to the *speed* of *rotation* in the *stationary engine*.

Third, The above rule is equally applicable to the added speed of translation, in the locomotive the earning motive power of railways.

Fourth, Two columns of steam moving in *opposite* directions, controlled by *one valve* and acting upon rotating and reciprocating parts, as described in the second and third of these propositions, *controls* and preserves these working parts in *perfect balance* at *all speeds*.

Again I use the illustrations, Figs. 1 and 2, as illustrative of the three first proposi-

Digitized by Google

tions here laid down, and refer the reader for fuller particulars to March number, 1887, page 147, and April number, same year, page 212.

Fig. 3 is introduced as illustrative of the first, second, third and fourth of the last named proposition. If any of the Brotherhood desire to demonstrate this to their own satisfaction they can do so by reference to page 212 of the *Magazine*. In this case, Fig. 3, leave off the counter-balance lines in Fig. 2, and having made two revolutions for the crank-pin lines, B3, reverse these lines, commencing at the top of the left hand starting line B4, and make two revolutions as before. These lines will show a perfect steam-balance. One half a revolution of the driver from B4 to B4 will show the action of the steam by the reverse directions of the arrows in *each* half revolution of the wheel and full stroke of the piston, 24 inches. My next article and its illustrations will show and explain the valve, and its action to produce the results here described, and to further answer "Eccentric's" enquiries in January number, 1886, page 36, "A Few Problems." It will be remembered that it was these inquiries of "Eccentric" that led to the establishment of this Mechanical Department in the March number, 1886.

William E. Lockwood.

GLEN LOCH, May 29th, 1887.

Fig. 1.

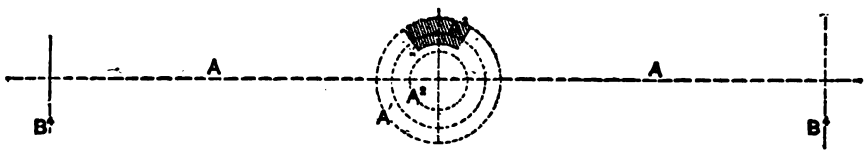


Fig. 2.

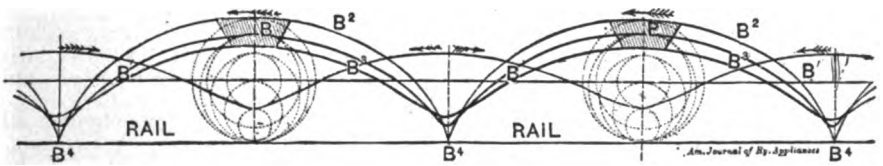
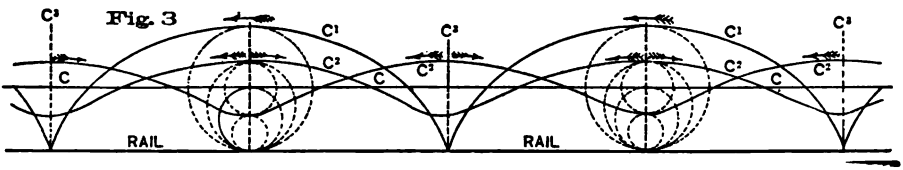


Fig. 3



MR. EDITOR: As Mr. Lockwood has taken especial pains to direct his remarks in the the July *Magazine* to me, and has said nothing about the "hammer blows," I beg you to accord me a little space to reply to some of his paradoxical statements. In the first paragraph he calls *the rail* the axis on which the wheels revolve. Evidently *revolving* and *rolling* have become mixed up in Mr. Lockwood's dictionary, and while they have vastly different definitions, they seem to be used indiscriminately by him. When ordinary mortals speak of one body revolving around another, they mean to say that the moving body makes a complete circuit around the other, and as Mr. Lockwood calls the motion of a wheel, rolling over the top side of a rail only, revolving on the rail, I beg to be excused from having anything more to say on the subject until such time as Mr. Lockwood will make a distinction between revolving on the rail, and rolling over a rail to its end, and then on and over another and never around any of them.

Again, near the top of page 394, July *Magazine*, Mr. Lockwood says "the top of the carriage wheel moving twice as fast as the bottom, and this bottom at rest." As this is not the first time that Mr. Lockwood has used this phrase, I beg to call his attention to its inaccuracy and contradiction, and to suggest a practice of clearness of expression which would not permit such flagrant misstatements as one thing *being at rest*, and another moving *twice as fast*. Twice *nothing* equals nothing in usual practice, but not so according to Mr. Lockwood.

According to definitions quoted by Mr. Lockwood, a body can revolve on, or more properly around, an imaginary line passing through its center, which thus becomes its axis and center of motion. This leaves the question of a support for the revolving body to be governed by its surroundings, and be-

Digitized by Google

cause of this difference in contact as supposed by Mr. Lockwood in said article I fail to see that at one time the axis is here and at another time somewhere else, and in a second more 100 or 200 feet away again.

"Vacuum" has a question in hydraulics which has caused some argument between him and his friend. An ordinary pump, as generally built, is called a suction pump and has the barrel in which the plunger moves some distance above the water. All that the valve in the plunger has to do is to exhaust the air out of the pipe between the valve and the surface of the water. The air in the well then forces the water into this pipe, thus filling the vacuum created there. But this is true only to a certain height, for it has been found that a limit is reached, beyond which the outside air is not strong enough to force the water. This limit is thirty-three feet in height. In practice a pump ought not to have its suction valve more than thirty feet above the surface of the water. When the water gets above the valve it is then lifted or forced up higher, and in addition to still keeping up the vacuum below the plunger, the pump has to lift the whole column of water above the plunger to its discharging point, which is only limited by the strength of the pump and the power applied. "Vacuum" is therefore right in his opinions on the pump, as he also is on the brake question, for the atmosphere can and does not exert more than fifteen pounds pressure to the square inch, even when the most perfect vacuum is secured, and less than that if the vacuum is only a partial one.

Mr. E. J. Rauch deserves a vote of thanks for his illustrated article on the rope and crank pin problems, as by his ocular demonstrations he has, I think, vanquished all doubts in regard to this simple yet apparently puzzling query.

Mr. E. J. Rauch also has some eminently practical comments on the query presented by "B. & O.," and adds some valuable suggestions on the line of study, which he thinks our members would do well to follow up. Let's shake, Mr. Rauch. Here are my hand and heart for this work, for it is high time that it should be out of the power of any man to laugh at the ridiculous blunders committed by M. M.'s, Engineer's, and—yes, and Firemen, too. When old runners estimate their locomotives as about a five-horse power engine, are not sure whether six times seven is forty-two or something else, when they fail to comprehend the little five lettered word area, as applied applied in mechanics, and are not even able to tell whether two 3-inch nozzles are smaller than one 5¼-inch nozzle, it is an evidence that something is wrong, or in the words of an officer high in the councils of a kindred organization, that "it is only too true that many of them are ignorant, and what is much worse, they take no pains to improve themselves." I hope that Mr. Rauch's words will awaken some that sleep, and help them into a new train of thought which shall ultimately land them in the depot of Competence, fully able to fill any and all higher positions.

Thanks are due "Poly" for his article on boilers, which contains valuable thoughts. In regard to questions asked by "Poly" at bottom of page 400, July *Magazine*, I will say that an eccentric does not obtain its throw by its size, but by the amount that its true center is to one side of the center of the axle or shaft to which it is attached. For instance, we will take an ordinary eccentric having a throw of five inches, and by measuring we find that the center of the eccentric is just 2½ inches from the center of the axle. If we increase the size of the eccentric, say to the size of driving wheel, and only put the center 2½ inches apart, we would still only have five inches throw. The same rule would hold good with an eccentric turned down smaller, and would hold good even if it were only five inches in diamater, provided you could secure it in such a shape as to have its center 2½ inches from the center of axle or shaft. It therefore does not affect the throw and travel of the valves to have the eccentrics turned smaller, but of course the eccentric rods would have to be lengthened in order to keep the valve in its proper place on the seat.

"Coal Heaver" and "E. P. B." ask questions, but I shall have to wait till next time to answer them. *Vulcan.*

MR. EDITOR:—Without troubling "East Line" further, I avail myself of the illustrations in Mr. Lockwood's article, May *Magazine*, page 269, and will state my propositions and make reference to these with answer to each.

First, When the counter-balance is in position fig. 1, the other wheel of the pair on the rail will be as fig. 2.

Answer. A rope attached to crank-pin fig. 1 pulled to the right will move the wheel to the right. If power enough is applied to the crank-pin to move the wheel to the left, it will come in that direction until fig. 2 assumes the position of fig. 4 and fig. 1 that of fig. 2. The rope in figs. 2 and 3 being in a line with the base parallel line B, cannot exert any power, and the only movement would be the exertion of force by the counter-balance having the greatest leverage, by the greater elevation, and the greater weight on the right or left-hand side of the vertical base line.

Second, If as shown in figs. 1 and 2, then it will move to the right.

Third, If as fig. 3, then it will move to the left.

Fourth, If as fig. 4, then it will move to the right or left as the weight is in excess of

Digitized by Google

the right or left-hand side of the base parallel line.

Is "East Line" of your *prose* and *poetry* columns one and the same? If so, I am afraid his poetry has led him astray, and like Mrs. Jenks, of Washington fame, in reply to Gen. Butler, when he did not get the answer he wanted to a question, she said, swinging her fan in her most effective and affected manner, "why, General, you do not ask your questions right *you know*."

Now I will try and state what I think "East Line" meant as his problem. He deals with *counter-balanced* wheels, and if he means that, then my answers are correct, but if he will take two pulleys balanced to run on a line of shafting, and unite them with an axle, the upper and lower limit of which will be where the crank-pin is in fig. 1, then take one turn of a rope around the axle, pulling to the left from the lower part of the axle, then the wheel will come to you, although at first thought it would seem otherwise. If the rope is around the axle so as to pull from the top of the axle to the left, then the wheel will come to you.

This may be tried in a small way with a spool of cotton. Unwind the thread to the middle of the spool, place it on a smooth glass and unwind from the top and bottom as above described, and the same result will follow. Usually the two edges of the spool, which are the axis of motion of that body, are not the same width on the thread and may swing more or less to one side. In selecting the spool care should be taken to select a spool the thread of the wheels of which should be as near uniform as possible.

If this statement does not cover "East Line's" queries, then I do not understand them, and if it does won't he say so, and if not, explain and oblige

Eccentric.

NEW YORK, July 3, 1887.

E. V. Debs, Esq., Editor and Manager of the Locomotive Firemen's Magazine.

DEAR SIR:—One of the Georges (III or IV), King of England, once called his savants together and asked them why it was if a vase of water were accurately weighed and a live fish be put therein there would be no increase in the weight. The philosophers (?) began each in his turn to account for the phenomenon on various scientific (?) principles. One of them, Sir Christopher Wren, said: "Are you sure, your Majesty, that such is the fact?" "No, I am not," replied the King, "I only wanted to see how much time you learned men would take up in endeavoring to account for a condition of things that did not exist." And thereby hangs a moral. Much wasted time might be saved, and many discussions avoided, if the condition or fact were established before attempts were made to account for it and remedies suggested for its prevention. One man assumes that the upper half of the stroke of a locomotive engine is more powerful than the lower half, and has a three cylinder engine built so as to take steam only in back end of cylinder, thus getting a revolution with three cylinders of steam instead of four, as in the present engine; saving 25 per cent. of steam and gaining largely in power. Another places a friction wheel on top of the drivers to engage with them to give to him increased speed and power (?) A third builds a boiler and runs his water inside of the flues, or rivets plates on shell of boiler in water space around fire box to get circulation of water and the *great benefit* therefrom. Where are all of these—and scores of other such—fallacies? Echo answers *what?* I am in favor of experiments; they narrow down the field of research and often give a few fellows good paying jobs, etc.

A few words about these experiments. When one of them is tried the papers for a time are full of reports about their success, and the revolution they will bring about in their particular line. Succeeding papers are silent on the subject, and inquiry develops the fact that the engines are gone where the woodbine twineth, or more properly speaking, to the scrap heap.

What is required in machinery is *simplicity*. Every bolt, screw or other appliance that is added is just so much detriment to its usefulness; and of course whatever can be taken away—*except the keys from the side rods*—is a positive gain. Reports of trials do not always give correct results. Away back in the early '50's, when the use of anthracite coal in locomotives was only an experiment, Ross Winans, of Baltimore, sent some of his engines to a railroad in Pennsylvania. The company had also built some engines to burn coal. A trial was made of the two builds which resulted in a report in favor of the Company's engines, when every engineer on the road knew the Winans machine was entitled to the palm, and could, with one cylinder, have beaten the company's engine out of sight. That type of the company's engine is forgotten, and today the Winans straight flue and large fire box is the only successful locomotive boiler in use. Two years ago I made an extended trip with an engine to the Southwest. On my return I was towed home. On one of the roads I passed over I went forward to chin with the engineer. We were making poor time. The engine would leave a station with 130 pounds, and in a mile or two drop back to 95 and 100, and the blower was used every time the throttle was closed. The engineer remarked to me, "I wish I had your engine hooked on here." "What do you know about my engine?" I asked. "I know all about her. I ran this engine against her on this road last year, and she

Digitized by Google

could have hauled my engine and train; she could have blown away more steam than I could make." I asked, "Did your engine do better then than now?" "Not any, if so well." "Why," I said, "the report of that trial shows largely in favor of your engine, her evaporative power, etc. How's that?" "Oh, I wasn't such a fool as to jeopardize my job for another man's engine!" A little quiet and adroit questioning during the trip drew out the secret and gave me the "milk in the cocoanut." So much for reports of trials of engines, so far as my personal contact with them goes. It is not what any piece of machinery, in the hands of a skillful man who knows all about it, will do for a day or a month, that will establish it on a firm footing, but what it will or can do *for years* in general use in the hands of average men. Just so with Engineers and Firemen. It is not what they *can do*, but what they *do* do that will establish their reputations.

E. J. Rauch.

MINNEAPOLIS, MINN., July 3, 1887.

MR. EDITOR:—In answer to "Poly" I will say that turning up the eccentrics will not change the throw or travel of the valves. It does not matter how much you reduce or enlarge an eccentric, if the centers are not changed the travel is the same, because both the full and light sides are reduced or enlarged the same, and the distance between the center of the shaft and the eccentrics remains the same.

I wish to say to our friend "Vacuum" that he is mistaken about the vacuum gauge—it is not divided into pounds, but into inches, which corresponds to a column of mercury sustained by the atmospheric pressure, which is about fifteen pounds to the square inch. To the second question, I wish to say that he will have less than the atmospheric pressure, because it is impossible to produce a perfect vacuum with any machine or pump.

3d. The atmosphere forces the water into the pump after the air is exhausted by the piston or plunger, if they are located within thirty-three feet of the water at sea level.

Mr. Editor, I am glad to see the article of Mr. E. J. Rauch dated June 1st, in the Mechanical Department. That remark about the M. M. who claimed that two 3-inch nozzles were larger than one 5¼-inch, is about on a level with the M. M. who told his engineers not to slip their engines as they would "wear flat spots in the tire," and who made his pump plungers so large that they delivered more water than the valves would free and broke pump glands and studs.

We have got too many Master Mechanics who are Master Mechanics in name only, as well as Engineers and Firemen. If Enginemen will take Mr. Rauch's advice they will put themselves in position to become Master Mechanics in the full sense of the term.

F. X. H.

MR. EDITOR:—Although I am not a member of the B. of L. F., yet I have some warm friends among the boys, and as a reader of your *Magazine* I want to say a few words to "*East Line*," "*Pilot Bar*" and others, in regard to the "rope and crank-pin" question. I would say that the reason the wheel will move toward you, is, that the point of contact of the wheel and rail is the centre that the wheel is *turning on*. The axle has nothing to do with it, it (the axle) only sustaining the load; further, if they will fasten the rope to the crank-pin, and also to a live engine, they can pull the engine from one end of the road to the other as easily as they could hitched to the draw-bar, barring the side strain. It seems to me that the reason our friends are puzzled by this wheel and rope question, is because they have been regarding the wheel in the same light when it was resting on the rail, as when it was jacked up. In the latter case it is simply a wheel, in the former case it is a lever, or set of levers. To "Fireman" I would say that it is best to have your suction pipe one or two sizes larger than your discharge pipe, for injector or inspirator. To "B. & O," an indirect engine has a walking beam. If this does not meet the fate it deserves (the waste basket), and the boys don't call me a crank, I may come again.

Stationary.

SPRINGFIELD, OHIO, May 30, 1887.

MR. EDITOR:—In the June *Magazine*, page 345, "Trunk Line" asks: 1st. If it is possible to admit too much air into the fire box of a locomotive. 2d. If any combustion takes place after the gases enter the flues. My answer is: 1st. Yes; all the air that is admitted into a fire box not necessary for combustion decreases the amount of water converted into steam. To prove it, leave your fire box door open, or let your fire die out so that portions of the grates are exposed. The cold air in either of these cases will enter the fire box in such quantities that the pointer on the gauge will begin to fall back at once. 2d. Very little combustion takes place after the gases enter the flues because the flames are extinguished soon after they enter the flues, and the temperature in the flues are so low that the flames are cooled below an igniting temperature. I overheard several engineers talking about the cross-head of a locomotive being stationary except when the drivers slip, but they could not explain the theory. Can any of the readers of the *Magazine* explain the theory, or does the cross-head move?

Wishing the *Magazine* all the success it deserves, I am fraternally,

Ben Zeen.

Digitized by Google

CHICAGO, June 3, 1887.

MR. EDITOR:—I am an interested reader of the Mechanical department, but think some of your queries are too abstruse for the majority of firemen. I will endeavor to answer "Trunk Line's" queries in the June *Magazine*.

1st. "If it is possible to admit too much air into the fire-box of a locomotive?"

2d. "If any combustion takes place after the gases enter the flues."

It has been shown that combustion is the union of the gases nitrogen and oxygen (which are principal properties of air) with carbon and hydrogen (the principal properties of coal). To have good results from this union we must have them evenly proportioned. Now, oxygen always combines with the other elements in proportion of eight parts by weight, or by some simple multiple of eight, that is 8x2=16 parts, 8x3=24 parts, etc. Each of the other elementary substances also has a fixed proportion, in which it unites with others and this proportion which is usually given by weight, is represented by a number called its chemical equivalent. Carbon combines with the other elements in the proportion of six (6) parts and nitrogen in the proportion of fourteen (14) parts; so that six (6) and fourteen (14) are the chemical equivalents of carbon and nitrogen, and these same proportions must be maintained throughout the varying temperature of the fire-box. Now, if too much air is admitted it will increase the proportion of nitrogen and oxygen to such an extent that they will refuse to combine with the other elements, and the black gases, which are the best part of the coal for heat, will not ignite, but are wasted and will pass rapidly through the flues, thereby reducing the temperature.

2d Query. If there is a bright fire the gases will burn for a short time after entering the flues, but the temperature of the flues (which are surrounded by water) is so low that they will soon fail to ignite.

I would like to ask the readers of this department whether a locomotive equipped with a Westinghouse automatic air brake will pump more pressure on the air-guage than is on the steam-gauge? For example, an engine carries 120 pounds of steam; is it possible for her to pump 130 or 140 pounds of air?

Hoping to receive an answer soon, I remain, yours fraternally.

Noname.

HAMILTON, ONT., June 3, 1887.

MR. EDITOR:—In answer to "Pilot Bar's" question in the June *Magazine* as to why a wheel will turn toward you the same when a crank pin is on the bottom quarter as when on the top quarter, I would say, I think it is simply because the rail is the center on which the wheel turns, and power applied above the rail must bring the wheel toward you. If the wheels were clear of the rail the action would be reversed, and the wheel when pulled from the bottom quarter would turn from you, because then it would be turning on its own axis, or center, and the power being applied below that center would cause the wheel to turn the opposite way. This will also answer the question at the close of "East Line's" letter.

"Trunk Line" asks: Can too much air be admitted to the fire box? I say yes, and think I have proven it by experience in this way: I have found that with a light train, and consequently a light fire, that better results could be obtained by using the back damper than by using the front one. The only explanation for which that I could see was this, with the front damper closed a partial vacuum is caused at the back by the ash pan rushing through the air, and so only enough air is drawn in to fill the vacuum in the fire box caused by the exhaust of the engine. Now, with the front damper open there is a constant stream of air rushing into the ash pan, some of which must go through the fire and have a tendency to chill the fire box and flues, and so prevent the engine steaming properly. I have found that with back damper open, or with two or more notches in front damper rod, so that it could it could be partly closed if carrying a light, clean fire, I could get more steam than with the front damper wide open, and from this I argue that too much air can be admitted to the fire box. I shall be glad to hear if any brother has had similar experience; if so, "Trunk Line's" question will be answered.

I think, with "Throttle Gland," that an engine could not be run in the condition he describes, because the least slip of drivers would derange the working of the piston with the slide valve, and the engine would soon stop herself, or come to grief worse than ever.

Yours,

Cab Stay.

SOUTH PUEBLO, COL., June 15, 1887.

MR. EDITOR:—Referring to East Line's problem, which has been answered satisfactorily by several correspondents, I would like to ask for further information on the same subject. If a locomotive is disabled on left side and disconnected so as to be run on right side, with crank-pin on bottom quarter and reverse lever in backward motion, will she do the same thing (as with the drivers and rope attachment), when steam is admitted with the cylinder? If not, give full information as to why not.

Also, will an engine slip worse when the nozzles are stopped up or perfectly clean.

Budd.

Digitized by Google

A Master Mechanic's Talk.

Extracts from the Address of John A. Coleman, Esq., of Providence, R. I., before the M. M. Convention.

MR. EDITOR:—The following extracts from the excellent address of Mr. John A. Coleman, of Providence, R. I., before the Master Mechanics' Association are well worthy of careful perusal, and I would commend them to the earnest consideration of our readers. After some preliminary remarks Mr. Coleman said:

For many years I was connected with Steam Engineering. I was once with the Corliss Steam Engine Company, and was afterwards was the agent of Mr. Joseph Harrison, of Russian fame, for the introduction of his Safety Boilers.

That brought me into contact with the heavy manufacturers throughout the Eastern States, and during that long experience I was particularly impressed with a peculiarity common to the mill owners, which I believe it may be said with truth is equally common to those interested in locomotive engineering, namely, how much we overlook common, every-day facts. For instance, we burn coal; that is, we think we do, and boilers are put into mills and upon railroads, and we suppose we are burning coal under them, when in reality we are only partially doing so. We think that because coal is *consumed* it necessarily is *burned*, but such is frequently very far from the fact.

I wish upon the present occasion to make merely a sort of general statement of what I conceive to be *combustion*, and what I conceive to be a boiler, and then to try to make a useful application of the reflection to the locomotive.

Treating first the subject of Combustion, let us take the top of the grate-bars as our starting point.

When we shovel coal upon the grate-bars and ignite it, what happens first? We separate the two constituents of the coal, the carbon from the hydrogen. We make a gas-works.

Carbon by itself will burn no more than a stone; neither will hydrogen. It requires a given number of equivalents of oxygen to mix with so many equivalents of carbon, and a given number of oxygen to mix with so many of hydrogen to form that union which is necessary to produce heat. This requires *time*, space, and air, and one thing more, viz: *heat*.

I presume that most of you have read Chas. Y. Williams' treatise upon "Combustion," which was published many years ago, and which, until recently, was often quoted as an absolute authority upon the art of burning fuel under boilers.

Mr. Williams in his treatise accurately describes the Chemistry of Combustion, but he mislead the world for fifty years by an error in reasoning and the failure to discuss a certain mechanical fact connected with the combination of gases in the process of combustion. He said, "What is the use of heating the air put into a furnace; if you take a cubic foot of air, it contains just so many atoms of oxygen, neither more nor less. If the air be heated you cause it to assume double its volume, but you have not added a single atom of oxygen, and you will require twice the space for its passage between the grate-bars, twice the space in the furnace, which is a nuisance; but if the air could be frozen, it would be condensed, and more atoms of oxygen could be crowded into the cubic foot, and the fire would receive a corresponding advantage." Now, Williams proceeded upon this theory, and died without solving the perplexing mystery of as frequent failure as success which attended his experiments with steamship boilers. The only successes he obtained were misleading, because they were made with boilers so badly proportioned for their work that almost any change would produce benefit.

Successful combustion requires something more than the necessary chemical elements of carbon, hydrogen and oxygen, for it requires something to cook the elements, so to speak, and that is *heat*, and for this reason: When the coal is volatilized in the furnace, what would be a cubic foot of gas if cold, is itself heated and its volume increased to double its normal proportions. It is thin and attenuated. The cold air which is introduced to the furnace is denser than the gas.

With dampers wide open in the chimney, and the gases and air passing into the flues with a velocity of forty feet per second, they strike the colder surface of the tubes, and are cooled below the point of combustion before they have have had time to become assimilated, and although an opponent in a debate upon steam boiler tests once stated that his thermometer in the chimney showed only 250 degrees, and indicated that all the value that was practical had been obtained from the coal, I took the liberty to maintain that a chemist might have analyzed the gases and shown there were dollars in them; and that if the thermometer had been removed from the chimney and placed in the pile of coal outside the boiler, it would have gone still lower; but it would not have proven the value to have been extracted from the coal, for it was not the complete test to apply.

The condition of things in the furnace may be illustrated thus: If we should mingle a quart of molasses and a gallon of water, it would require considerable manipulation, and some *time* to cause them to unite. Why? Because one element is so much *denser* than the other; but if we should mix a quart of the gallon of water with the quart of molasses, and render their densities somewhere near the density of the remaining water, and then pour the mass together, there would be a more speedy commingling of the two. And so with the furnace. I have always maintained that every furnace should be lined with fire-brick in order that it shall be so intensely hot when the air enters, that the air shall *instantly* be heated to the same degree of tenuity as the hot gases themselves, and the two will then unite like a flash—and that is heat. And here is the solution of the Williams' mystery of failure, when cold air was introduced upon the top of a fire to *aid* combustion. The proof of the necessity for heat to aid the chemical assimilation of the volatilized coal elements is seen in starting a fire in a common stove. At first there is a gas works, and blue flame in which the hand may be held; but wait until the lining becomes white hot, and then throw on a little coal, and you will find a totally different result. It is also seen in the Siemens' Gas Furnace, with which you are doubtless familiar. There is the introduction of gas with its necessary complement of air. Until the furnace and retorts become heated the air and gas flutter through only partially united, and do little good; but as soon as the retorts and furnaces become thoroughly hot the same air and gas will melt a fire-brick.

These are common phenomena which are familiar, but apt to be unnoticed; but they logically point to the truth that no furnaces should present a cooling medium in contact with fuel which is undergoing this process of *digestion*, so to speak. It will be very evident, I think, from these facts, that water-legs in direct contact with a fire are a mistake. They tend to check a fire as far as their influence extends as a thin sheet of ice upon the stomach after dinner would check digestion, and for the same reason, namely, the abstraction of heat from a chemical process. If fire-brick could be laid around a locomotive furnace, and the grate, of course, kept of the same area as before, it is my belief that a very important advantage would be at once apparent.

An old-fashioned cast-iron heater always produced a treacherous fire. It would grow dead around the outside *next the cold iron*—but put a fire-clay lining into it, and it was as good as any other stove.

If I have now made clear what I mean by making heat, we will next consider the steam boiler. What is a steam boiler? It is a thing to absorb heat. The bottom line of this science is the bottom of a pot over a fire, which is the best boiler surface in the world; there is water upon one side of a piece of iron, and heat against the other. One square foot of the iron will transmit through it a given number of units of heat into the water, at a given temperature in a given time; two square feet twice as many, and three, three times as many, and so on. Put a cover upon the pot, and seal it tight, leave an

Digitized by Google

orifice for the steam, and that is a steam boiler with all its mysteries.

The old-fashioned plain cylinder boiler is a plain cylindrical pot over the fire. If enough plain cylinder boilers to present the requisite number of square feet of absorbing surface are put into a cotton mill, experience has shown that they will make a yard of cotton cloth about as cheaply as tubular boilers. If this is so, why do not all put them in? Because it is the crudest and most expensive form of boiler when its enormous area of ground, brick-work, and its fittings are considered. Not all have the money or the room for them. To produce space, the area is drawn in sidewise and lengthwise, but we must have the necessary amount of square feet of absorbing surface, consequently the boiler is doubled up, so to speak, and we have a "flue-boiler." We draw in sidewise and lengthwise once more and double up the surface again, and that is a "tubular-boiler." That includes all the "mystery" of that subject.

Now we find among the mills, just as I imagine we should upon the railroads, that the almost universal tendency is to put in too small boilers and furnaces. To skrimp on boilers is to spend at the coal yard. Small boilers mean heavy and over-deep fires, and rapid destruction of apparatus. In sugar houses you will see this frequently illustrated, and will find sixteen-inch fires upon their grates.

We have found that as we could persuade mill owners to put in more boilers and extend their furnaces, so that coal could be burned *moderately* and *time* for combustion afforded, we often saved as high as one thousand tons in a yearly consumption of four thousand.

Now, when the ordinary locomotive sends particles of coal into the cars in which I am riding, I do not think it would be unfair criticism to say that the process of combustion was not properly carried out. When we see dense volumes of gas emitted from the stack, it is evident that a portion of the hard dollars which were paid for the coal, are being uselessly thrown into the air; and it will be well to remember that only a little of the unburnt gas is visible to the eye.

One point I wish to make is this: we find, as I have said, that as we spread out with boilers and furnaces in the mills, so that we can take matters deliberately, they save money.

Now, coming again to locomotives, I think if we examine the subject carefully, the fact will strike us a little curiously. The first locomotive built in Philadelphia weighed about fourteen tons. Judging from the cut I have seen, I should think her furnace might have been thirty inches square. We have gone from that little fourteen ton engine to machines of fifty and sixty tons—perhaps more. The engines have been increased over four times, but I will ask you if the furnace areas have been increased in proportion. Some of the furnaces of the engines are six feet by three, but that is an increase of less than three to one of furnace, as against four to one of weight of engine. When my attention was first called to this matter I had supposed, as most people do who are outside of the railway profession, that there was something subtle and mysterious about railway engineering that none but those brought up to the business could understand. Possibly it is so, and I am merely making suggestions for what they are worth, but I think the position I have taken in this matter was established by some experiments of three weeks' duration, which I conducted between Milan and Como, in Italy, for the Italian Government, in pulling freight trains up grades of one hundred feet to the mile. The experiments were made with an engine built by the Reading railroad.

We competed with English, French, Belgian and Austrian engines. These machines required the best of fuel to perform the mountain service, and could use coal-dust only when it was pressed into bricks.

We used in the Reading railroad machine different fuels upon different days, making the round trip of one hundred and twenty miles each day with one kind of fuel.

We used coal dust, scraped up in the yards, also the best Cardiff coal, anthracite, and five kinds of Italian lignite, the best of which possesses about half the combustible value of coal.

The results in drawing heavy freight trains were equally good with each kind of fuel, the engine having at all times an abundance of steam on heavy grades, no smoke nor cinders, and no collection of cinders in the forward part of the engine.

The fireman arranged his fires at a station, and did little or nothing except to smoke his pipe and enjoy the scenery until we reached the next station. An accident occurred to prove that we were not playing with the machine. They told me, one morning, that we should be given a load 25 per cent. less than the maximum load of an engine of her class (thirty tons). We started up the 100-foot grade and found we could barely crawl, and our engineer got furious over it; he thought they were repeating a trick, already attempted, by screwing down a brake in ascending a grade, which we had detected, however, and found a pair of wheels nearly red hot. Upon this occasion we found nothing amiss, except full cars where they had reported only a light load. *We pulled to the top of the hill, the steam blowing off furiously, all the time.*

This was a new experience to the Italians, and might surprise some Americans.

When we arrived at the station the Inspector General and his corps of engineers were evidently amazed, and it was evident we had captured them. He said to me: "I can congratulate you, Signore, on possessing a superb machine."

Afterwards one of the engineers said to me, "Do not let it be known that I told you what you have heard, or I shall lose my place; but you have drawn *fifty* per cent more than the maximum load of one of our *forty*-ton engines." I said: "You attempted to 'stall' us, and when you try it again, be fair enough to give me a flat of pig-iron, and as you pack cars on one end I will pack pig-iron upon the engine until she will stick to the track, but rest assured that you will not be able to get that steam down." The experience with that engine proves conclusively, to my mind, that the general principles of steam making are the same for both stationary and locomotive practice. The grand secret of the success of that Wootten engine was the enormous area of the grate service, being, if I remember correctly, seven (7) feet by (9), permitting thin fires to be carried, and complete combustion to be obtained before the gases reached the boiler tubes. An enormous crown sheet was presented, and that is where the bulk of the work of any boiler is done. Thin fires accomplish this. As already stated, a given amount of coal generates a given amount of gas; and this gas requires a given amount of air, or oxygen. This air must be supplied through the grate bars, and then pass through the interstices of the mass of heated coal. It requires about ten (10) cubic feet of air to consume one cubic foot of gas. In stationary boilers we find that if we use "pea and dust" coal, an extremely thin layer must be used, or the ten feet of air, per foot of gas, cannot pass through it; if "chestnut" coal be used, the thickness may be increased somewhat; "Stove size" allows a thickness of six inches, and "Lump" much thicker, if any wise man could be found who would use that coarse, uneconomical size. Of course, I am speaking of anthracite coal. Opinions differ about "Soft Coal," but the same general principle applies, as regards an unobstructed passage of air through the hot bed of coal.

Now it will be agreed that the locomotive of the future must be improved to keep up with the times. Fierce competition requires increased efficiency and reduced expenses.

I am told by your railroad gentlemen that the freight business of the country doubles every ten years. Trains follow close upon each other. What are you going to do? Are you to double, treble or quadruple your tracks?

It seems to me much remains yet to be done with the locomotive. We must burn a great deal less coal for the steam we make, and after we have made steam, we must use that steam up more thoroughly. In the short cylinder required by locomotive service, the steam entering at the initial pressure, pushes the piston to the opposite end, and it then rushes out of the exhaust, strong enough to

Digitized by Google

drive another piston. Of every four dollars' worth of coal consumed at least two dollars' worth is absolutely thrown away. Of every ten thousand dollars spent for fuel, five thousand dollars are absolutely wasted. How can we save this? It would seem obvious that if the steam rushes from the exhaust of an engine *strong enough to drive another engine*, the common sense of the thing would be to *put another engine* alongside, and let the steam drive it, and we should get just so much more out of our four dollars' worth of coal.

It seems evident that we must follow the lead of the steamship men, and compound the locomotive engine, as they have done with the marine engine.

Next we must attack the extravagant furnace and increase its area and reduce the depth of the bed of coal.

The difficulty of making this change seemed to me to be removed on examining an engine on the Providence & Bristol Railroad the other day. The machine was made at the Mason Works, of Taunton. It was an engine and tender combined, the truck being at the rear end of the tender, and the drivers placed well in advance of the fire-box, so that the maximum weight of both engine and tender rested upon the drivers.

In thus removing the drivers from the proximity of the fire-box abundant facility is afforded for widening the fire-box to an extent to obtain a grate area as large as that of the Wootten engine, or of a stationary boiler.

It seems to me the increase of grate area can be obtained only by *widening;* for a *length* of more than six or seven feet is very hard upon the fireman.

You certainly cannot get more power by deepening present fire-boxes, except by an enormously increased waste of fuel, which all will concede is already sufficiently extravagant.

In arriving at the conclusion of these hasty, and, I fear, somewhat incoherent remarks, I would say that the object arrived at for the improvement of the locomotive would be reached in first making steam *economically*, by employing such increased grate area as will permit running thin fires and moderate or comparatively slow draft; and, secondly, in *economically using* the steam which has been *economically made*, by compounding the engine.

I have given you the views of an "outsider" who has had a somewhat extensive experience in stationary engineering, and who has observed locomotive practice in many parts of the world. These views are offered for what they are worth as suggestions for future thought in designing engines, and as a sort of refresher upon rudimentary points which long familiarity with everyday phenomena causes us at times to overlook.

SOUTH PUEBLO, COL., June 21, 1887.

MR. EDITOR:—Quite often I see an account of a fast run made on some Eastern road and I now desire to give the readers of the *Magazine* an account of a fast run that was made on the Denver & Rio Grande Ry., on May 8, 1887. A special engine and one car ran from Pueblo to El Moro and return, distance 174 miles, in 4 hours and 12 minutes, including two stops for water each way. The engine, No. 100, is of the Baldwin make, 4 foot wheel, with 17x20 cylinders. Engineer, J. Sullivan; Fireman, Bro. August Gleyre. How is that for a narrow-gauge?

Baby Line.

NORWALK, O., June 19, 1887.

MR. EDITOR:—If the reverse lever of a locomotive is broken and she has no tender brake, how could she be brought in?

Water Glass.

NASHVILLE, TENN., June 4, 1887.

MR. EDITOR:—If I understand B. & O.'s query correctly in the June *Magazine* he wishes to know the difference between a direct and an indirect motion locomotive. The rocker shaft and arms on a locomotive are, as we know, simply a device for carrying the motion from the eccentrics from inside to outside of the frame of engine, and in a line with the steam chest. The usual manner of designing the rocker and arms with the outside arm extending above the center of the rocker shaft, and inside arm downward, causes the motion as communicated to the eccentrics, through blade and link to the link block attached to end of inside rocker arm to be reversed, and thereby become indirect before reaching the valve, for instance: As the inside arm is moved ahead the outside arm, valve stem and valve are moved a corresponding distance backward. A comparatively small number of locomotives are now constructed with a direct motion, which is secured by having both inside and outside rocker arms extend above the center of rocker shaft. Still another class of direct motion locomotives are the old inside connected engines, with cylinders beneath the smoke arch and steam chests inside of it. In these kinds of engines, which are now nearly obsolete, the motion was carried direct to valve, and as the eccentric moved ahead so did the valve. It will be readily perceived that the setting of an eccentric on a direct motion engine must perforce be the reverse of that on an indirect engine, for while the go-ahead eccentric, for instance, on an indirect engine must follow the pin, that on a direct motion engine must precede it.

E. P. B.

ROCHESTER, N. Y., June 25, 1887.

MR. EDITOR:—I would like to have explained through the columns of the *Magazine*, the principle involved in the statement that the top of a driving wheel travels faster than the bottom, whether it is caused by the cylinder passing over the piston or in what manner. This is a subject I am much interested in, and I would like to have it thoroughly explained. Yours fraternally,

J. W. M.

NEW YORK, July 6, 1887.

MR. EDITOR:—The articles contributed to the July number of the *Magazine* by Mr. E. J. Rauch, of New York, are worthy of the most careful consideration of locomotive firemen. If Mr. Rauch will please recommend what books to study he would be conferring no small benefit on a good many who want information in that direction and would profit by his instructions.

One of the Elevated Boys.

Digitized by Google

SAN ANTONIO, TEX., May 18, 1887.

MR. EDITOR:—In the May number of the *Magazine*, "Tender" says in reply to "East Line," that if you attach a rope to a crank pin on the lower quarter and pull, the wheel will move toward you, while the pin moves from you. Now, let "Tender" fasten a perpendicular rod to the rail so it passes the center of both pin and axle instead of fastening it to the axle, and pull, and he will find that the pin and wheel both will move toward him, but the axle will move faster than the pin till the pin reaches back center.

In answer to the question in what part of the revolution of the crank-pin is the most power exerted, I will say that the power of an engine is the same on either the top or bottom quarter. To explain, will say the wheel represents a lever, the axle being the fulcrum, the crank-pin the point where the power is applied, and the tire where it touches the rail the point where the weight rests.

Now, when the pin is on the lower quarter, we have the power between the fulcrum and weight, and when the pin is on the top quarter we have the fulcrum betwen the weight and power, but in both cases the power and weight are at equal distance from the fulcrum, so that the effect is equal, according to the formula. Power is to weight as the distance between weight and fulcrum is to the distance between power and fulcrum. *G.*

CAMDEN, N. J., July 9, 1887.

MR. EDITOR:—In the July *Magazine*, page 398, Mr. Rauch gives a very satisfactory explanation of the motion of a wheel pulled by a rope attached to the crank-pin. I should be gratified if he would demonstrate, using the same diagram, the following statement which he makes:

"When power is applied to the crank-pin from any point on the engine, as, for example, the piston, *then the axle of the wheel is the fulcrum.*"

A Jersey genius has invented a novel attachment to assist an engine in ascending a heavy grade. He pivots one end of a stout rod to the cross-head, the other end of the rod being pointed, drags on the track, and is designed to engage with the ties when the cross-head is moving backward, thus pushing the engine up the grade. Will some of the boys give their "judgment" on this plan?

An engineer ran 1 mile in 2 minutes and another mile in three minutes. His rate was 2 miles in 5 minutes. Trying a new run, he ran 30 minutes at the rate of 1 mile in 2 minutes, and 30 minutes at the rate of 1 mile in 3 minutes, making 25 miles. The next day he ran 60 minutes at the rate of 2 miles in 5 minutes, and was surprised to find that he made only 24 miles. What was the matter? *Amboy Division.*

An Old Train.

Elmira Gazette.

Erie Engineer Jim Miller grinned as, orders in hand, he climbed into the cab of engine 77 Tuesday morning and grasped the throttle. The engine threw up petulant puffs of black smoke as if ashamed of her ancient company. It was as near a phantom train as ever was pulled over the rails. Six cars which had stood in the Erie yards for twenty years, relics of ancient Erie splendor, composed the train. No wonder the coquettish stem winder was ashamed of her company. For an hour and a half the multitude of passengers had been cracking jokes at the spectral cars.

Irreverent mortals! The time was once when people went up to see those same cars come in resplendent with paint and varnish, French glass and elegant upholstery. The time was once when they were models of beauty, and it was a rich, aye, an extravagant corporation which could point to anything finer.

"They were among the first sleeping and drawing room cars put on the road," remarked Superintendent Goodell. "The 'Atlantic' and 'Pacific' there were among the finest cars ever built. They cost $35,000."

"Thirty-five thousand dollars?" Think of it, ye idle jesters, to whom one-tenth of the cost of their ancient splendor represents a year's toil! You should have doffed your hats as you contemplated their dilapidated grandeur. It was a grim and ghastly train. Broken platforms, couplings invented specially for the occasion, steps entirely gone, shattered windows, torn upholstery, paint and varnish cracked and blistered by the suns of twenty summers, holes through floors and sides patched with hemlock boards and siding, dust, decay, time's devastation everywhere; such was the train engine 77 pulled out of the Elmira yard to-day. One had been a car in which Jim Fisk, so the railroad men said, had traveled up and down the road. They called him "Jim." There must have been something good about the man to make the gray-headed railroaders, a decade after his death, call him Jim and affectionately call attention to his old-time car.

It was indeed a spectral train. There is a wealth of old associations, a volume of special articles about those cars, but nobody can relate them.

Perhaps the ghosts of old-time passengers were looking from the windows. Perhaps a spectral porter was making up the beds and exacting a spectral fee. Perhaps a phantom spotter was keeping his ghostly eyes upon a spectral conductor. Perhaps a ghostly Jim Fisk was dispensing spiritual hospitality in that drawing-room car.

HE that refuseth instruction despiseth his own soul.—*Solomon.*

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

"LEFT OUT."

As Editor of the Woman's Department I find myself in quite a dilemma this month, which I will explain to our valued readers and contributors. For several months I have been sending in miscellany of a character that would be interesting to ladies and it has been crowded out by more important matter until there must be a dozen pages pigeon-holed and waiting their turn. Each month it has been absolutely necessary to have a few letters left over for the next issue until quite a large number have accumulated. It is now the fifteenth of the present month and already twenty-five communications have been received, all excellent and worthy of publication. Under the circumstances I know of but one thing that I can do to help things and that is in this issue at least to yield the space which I have been in the habit of using for my little talk. This monthly chat has come to be a real pleasure to me for I have grown to feel that I am addressing old acquaintances. We will try to "catch up" this month and in a few weeks will be ready to hear again from every one of our writers.

BOARDING vs. HOUSE-KEEPING.

To Woman's Department.

I was led to the consideration of the above named subject, by hearing of so many young married people, who, after a few months' experience at housekeeping, have abandoned their homes and gone to boarding-houses, because, they say, "boarding is so much cheaper than keeping house." I never hear the expression but I think there must be something radically wrong with the house-keeping or housekeeper; for with my own experience as evidence, I *know* the fallacy of such a statement, and I never hear of such a case but I come to one of two conclusions: either, that under this pretext, some women voluntarily shirk the duties and responsibilities of house-keeping and home-making, or they truly believe and actually can board for less. In considering this subject, it is my object to speak of the wives only, for we well know that many a home that might have been happy so far as a willing wife is concerned, has been sacrificed on account of a husband's short-comings; and while we are satisfied that the wives are not alone at fault, let us try to correct our own deficiencies that we may have the right to demand justice from the other side. People of wealth being in the minority, we will exclude them also, and consider those in poor or moderate circumstances, and start out with the understanding that there is scarcely one man out of a hundred who has any conception of the actual cost of keeping up a home; these matters being almost invariably intrusted to the wife. Any woman who voluntarily breaks up her home for no other purpose than to escape its responsibilities, is in no way fit to be a wife, and she well deserves the reward(?) that will in the end be meted out to her. It has been my understanding that people marry to establish homes for themselves, and that once married the husband and wife should be mutually helpful to each other. Generally speaking, men have boarded to their hearts' content previous to marriage, and it can be only the bitterest disappointment when, after the lapse of a few months the honeymoon and home vanish, leaving him no alternative but his old nightmare—the boarding-house. All this man has gained by marriage, is the privilege of paying board for two, instead of one. I am more than willing to admit that in order to keep up a well regulated household a wife is obliged to exert herself at times to the utmost, but as an offset to this fact we must not be unmindful that to earn a support for us, our husbands have to labor much harder than we and encounter as many vexations. We now come to the other class of women who board—those who really find it cheaper, either because of ignorance or extravagance. Of the women who marry and are ignorant of even the smallest household duties, enough has already been said, and we fully endorse the good advice extended them on all sides, and hope our girls will acquaint themselves more closely with house-keeping before they venture into matrimony. Those women who, on account of extravagance, actually find boarding so much cheaper than housekeeping, rob themselves and their husbands of the comforts of a home on account of false pride, for if they lived within their means the case would be reversed. If we go down to the bottom of this inconsistency, the first thing we realize is that it is no longer creditable for our girls to wed others than men of wealth, and we no sooner hear of an approaching marriage, than in the same breath we are notified of the fabulous riches of the prospective groom. Now, we all know that millionaires, bankers, etc., are not a drug on the matrimonial market, and as the majority of brides want it well understood that they are making a moneyed marriage, the question comes up, "what shall we do with our poor young man?" Simply this, we will marry him off under pretense of riches, and while we ourselves know that his bank-stock is strictly in our own mind, yet we must so manage that nothing shall be wanting at the wedding to force the conviction of the poor man's riches upon our neighbors. The bride, no matter how straightened her circumstances, must have an elaborate trousseau; an extravagant bridal tour must be indulged in, and on her return she must go to house-keeping in a *large* house, elegantly furnished throughout, and then there are the servants, etc. A few months of bliss and then the inevitable. The salary is consumed before it is earned, and each month finds them a little deeper in debt. Then comes the urgent need for the curtailing of expenses, but the desire to "keep up appearances" forbids the dismissal of a single servant, and the next thing is the "breaking

Digitized by Google

up" of the home and refuge in a boarding-house. The instances I have cited are by no means exaggerated, but are the result of my own observation, and now that our victims have landed in the boarding-house, it is hardly necessary to enlarge upon the evil effects of boarding-house atmosphere on idle and lounging women, for who has not seen the miserable end that comes to all such? Let each one of us, then, strive to add one more happy home to the already long list, and leave those to the charity of boarding-houses who have not the opportunity of a home of their own. Let us all unite our voices in the grand old chorus of "Home, sweet home," and while the echo of that sweetest of all songs returns again and again upon the waves of time, I can assure you that "there is no place like home" to the *Wife of Barnabas.*

BONHAM, TEX., June 10, 1887.

AN ANSWER TO MISS MILLER.

As I sat in my chair this morning, looking over the *Magazine*, I came across Miss Miller's letter about the City Cousins, and as I am, or was, a city girl, I would like to say a word in their favor.

I was born and raised in Chicago and lived there until the age of fifteen, yet I never had a "beau" until after I was eighteen. Mother would not allow me to keep company with any boy. If I went to a party my brother and sister went with me It is true that there are many girls just as silly and frivolous as Miss Miller has said, but there are many others very different. I have met with two other classes which I will try to describe. One is the girl who is raised from childhood to understand that she is a child of wealth. She is sent to school with her hair all in curls, and her pretty dresses and hats, and dainty kid shoes are the means of making many little hearts envious. If she meets a little girl in a calico dress, she passes her by very much as if it were some loathsome animal, and says, "Mamma would not allow me to associate with that girl, her mother is a washer woman." All through life, even at Sunday school or church, she shuns all who are not as wealthy as herself, and when she has reached womanhood she marries and then raises her children in the same way. Now, my last class of girls are those who make noble women. They are not afraid of soiling their dainty clothes or hurting their morals by associating with the poorer girls. They are taught that all people have hearts and feelings that must be respected. Perhaps these are the exceptions and the other two girls like the majority. There is much to be said on both sides, but I will close for this time.

Leanora.

To Woman's Department:

I would like to tell the ladies how I clean my stoves. For the nickel, I use ammonia with whiting; use the ammonia freely, when dry rub with a flannel cloth. For the rest take equal parts of varnish and turpentine, with a small quantity of stove polish; rub it in well with a cloth, when dry rub well with brush. It makes the blackest and brightest stove I ever saw. To clean a Brussels lounge, use gasoline. *Augusta.*

A MEDLEY OF CHAT.

To Woman's Department.

During the long months since my last appearance in "This Department," though silent, I have been with you all, welcoming the little book as a cheery visitor. Sometimes I have felt inclined to return, aroused by something momentarily of special interest to re-enter the active membership of our band. It is useless to give excuses. We come and go as we like, and this perfect freedom enhances the pleasure derived. I can not help congratulating you all on the improvement of "This Department." Although always good I think it much better than it used to be, the letters are more cheerful and interesting, and please allow me to say that I believe none but "cheerful letters" are interesting to any one. We gain nothing by parading our sorrows before others, and when I read the mournful and sympathizing letters it always reminds me of the remarks of an unfortunate man who said, "Sympathy is worth enough, but it must have something to back it. Sympathy does not buy bread." I will venture to say that many ladies who think they need sympathy take more pleasure in reading a good cheerful letter than they do in reading one that corresponds with their situation and feelings. They want something to cheer them up; something to keep the heart from growing old, and not something to remind them of their own troubles. Now don't think me hard-hearted and without sympathy, but I believe a dollar bill will go farther toward relieving the poor and unfortunate than all the sympathy you can bestow upon them, and Heaven forbid that I should deeply sympathize with any one and not look around me to see how I can benefit them in some way. We must make the best of everything and alternate the sunlight of life with its shadows and dews in the right proportion if we would be happy. When our mentality has thus been taken care of, we should look after our physical welfare, and give to our bodies that which they naturally require—rest, relaxation and food. The matter of diet alone makes all the difference in the world. We all know what an average breakfast is, and that it is susceptible of being greatly improved upon without extra labor or expense. Suppose, instead of muddy coffee and herb-like tea, tough meat, heavy biscuit or bread, strong potatoes and butter, watered and chalked milk, and griddle cakes weighty, tough and tasteless, we treat our stomachs to a soft-boiled egg, nicely browned toast, cracked wheat or oat meal, johnny cake, tender steak, or meats of any kind, mashed potatoes, seasoned properly, buckwheat cakes, light as a feather, buttered with the real Simon pure article and sprinkled with granulated sugar, or syruped appetizingly with real old right bang up and down, "York State" maple liquid, and then finish up with a cup of real old government Java coffee, with lump sugar and *bona fide* twenty-four hour cream. W-h-a-t! don't you believe it would make a difference in the state of the feelings of the average mortal? I guess yes, and if you don't believe it just try once and be convinced. We all have our sorrows, yet I believe there are many who complain that can console themselves with the thought that there are plenty who need

Digitized by Google

assistance more than themselves. But women do not like their class to be censured; we cannot bear anybody or anything that has struck, or might, or would strike at us. Our self-love is wounded by an attack on our foibles, and bids us return blow for blow. However just the rebuke, our vanity, (we generally call it our self-respect) cries out until we have picked up the gauntlet. Going into a house with a heart brimful of love and laughter, there to have mine hostess meet us with face as long as a coffin and the assertion that she is the most miserable of mortals, following this with an enumeration of the trials that beset mankind in general and herself in particular—this is what I call throwing cold water on one with a vengeance. You have all read the story of the plaintiff who, on hearing her lawyer plead her case, was affected to tears and sobbed out that she never before realized what a wretched woman she was. Our tongues act the part of the lawyer excellently if our sympathy-craving ones will just hunt for it. As for me, I long for envy instead of pity. I would like to have the world turn green as it looks to me. Owing to this feeling I always magnify my blessings and suppress my grievances as much as possible. Here's three cheers to those who suffer and are silent.

MUTE.

The camel labors with the heaviest load,
And the wolf dies in silence; not bestowed
In vain should such examples be; if they,
Things of ignoble or of savage mood,
Endure and shrink not, we of nobler clay
May temper it to bear—it is but for a day.

Visions of that waste basket arise before me, but ask this question I must. Do any of the ladies ever whistle? I hope so, for I do! I can not help it—no, not to save me. It comes along kind of natural like, and I don't even have to pucker my mouth much. Don't think I am one of the strong minded ones, and so exclude me, because, I know but too well that

"When woman's rights are stirred a bit,
The first reform she hitches on,
Is how she can, with least delay,
Just draw a pair of breeches on,"

and I tell you honestly I prefer my husband should wear them. My "Charles" does that and I humbly sit in the corner, with my finger duly stuck in my mouth, in a perfect agony of admiration to think "my husband" is—well, the undoubted master of this household.

A few words to the boys of No. 6. I think they are deserving of a severe scolding, and I sincerely hope when Grand Master Sargent pays them an official visit this month he will stir them up. Now don't I wish it was possible for me to help him? I have come to this conclusion, they are too lazy—or else were born tired, which is it? For instance, there is Bro. Edy, with a boy almost the size of papa, himself, running everywhere, yet the two combined do not show much interest in the Lodge they represent. "Big John and dear little Bill." Master! indeed, if something does not appear soon in the columns of the *Magazine* I shall suspect Pride of the West Lodge has no Master. Our gallant Collector, Mr. Lanham, appears next. What of him? The same question may be asked concerning the dainty Secretary, Mr. Parker. Nothing much can said about them, only they manage to absorb each other's attention and fill their respective positions with credit to themselves; how they do it I can not tell. Mr. John Moore is an ambitious youth, and his native grace added to the "great powers" of course all do their duty, and by these means everything runs along smoothly. Besides these Brothers mentioned, there are many others thoroughly well able to write; if they only will I shall be highly delighted. After all, the boys are all right. I blame the wives, sisters and sweethearts. Why do they not assist those tired mortals, rouse up their slumbering powers, use the broomstick until they gain their point. (This the way I manage.) I want to know who will be the first to come forth in his own defense and respond to this very saucy letter?

With love to all hands and the cook, I am as ever, a true friend to the boys, "*Pansy.*"

To Woman's Department.

The *Firemen's Magazine* of the current month has an editorial asking, among other things, for some ideas in regard to the training of children. Now there is a saying that all the good children are grown up or dead: also, that the only good trainers are those who have never had children to train. I am not a fireman's wife, but I have two sons, members of that Brotherhood, who are now right hand men.

My idea about training children is, first to love them, love them fearlessly, but as blessings lent by a loving Father, who says, "Take this child and train him for Me and I will give thee thy wages." The first thing a child should learn should be, mother loves: the next, mother must be obeyed, not with noisy "You shall," "You shan't." A quiet look with a gentle shake of the head will go much farther than all the noisy threatenings in the world, but of course a mother must have herself well in hand to govern, as "He that ruleth his spirit is greater than he that taketh a city." Never say before a child "I can not make him mind; he does not care what I say," That is ruinous. Always, in everything, speak the truth; never promise anything you do not expect to perform. If by any means you are unable to keep a promise given a child, let him know the reason even more carefully than anyone else. Be just and reasonable with them; expect them to be sensible and loving. Let them feel that home is never home to you without them; when they are at home that you are happy in their pleasure; when they are away that you are waiting for them. For ourselves, "Let love be without dissimulation, abhor that which is evil, cleave to that which is good." Teach them to "Be kindly affectioned one toward another with brotherly love, in honor, preferring one another."

I hope some of my sisters have got ahead of me. If so, give this to the waste basket without fear or favor, but it seems a pity not to accept your kind invitation. We are always well pleased with your *Magazine*, we think it well edited.

Achsah.

Digitized by Google

TIME MAKES SMOOTH THE RUGGED CLIFFS.

To Woman's Department:

"The road of life has ups and downs,
Broad sunny spots and broken bridges;
The fairest fortune has its frowns,
And oft we walk on slippery ridges."

As the sun shines undimmed in a clear sky at early light, so shines the happiness of a young heart in the cloudless morning of life:

"Glad of existence, the child goes
Laughing and singing,
Little dreaming what toils lie
In the future concealed—"

And is as happy as the flowers in rose-crowned summer when bathed in early morning's silvery dews; happy as the breeze that sways the blossoms in gentle playfulness. Yet the flowers droop their bright faces to the earth and die, and the wind in fitful madness wanders over all the earth, moaning, howling and shrieking. It is well we do not know what our lives may be. We plan our future so bright, never thinking of the shadows that touch the stream,—that life has its December as well as May. Nor would we have it otherwise. Let the young and thoughtless in the buoyancy of youth build their air castles and dream their day-dreams of the future. Do not dampen the ardor of the imaginative mind. We have all been architects of the visionary edifices, and found "like the flashing of angels' wings, they lend a glory to common things."

Advancing in years we gradually cease to think as a child. And instead of wasting our time in the vain effort of planning our future, we look about us and learn as much as possible of the things necessary to us in life.

After attending the school of experience, we find life, indeed, not what we planned it. "No man is absolute lord of his life." What trials and tribulations are endured in the effort to attain a position in the world! Many render themselves unhappy by a ceaseless struggle to reach the very highest pinnacle of fame, to hear their name uttered by every tongue.

It is success that colors all,
Success makes fools admired,
Makes villains honest.
All the proud virtue of this
Vaunting world fawns
On success, howe'er acquired.

A noble life is far better, lived in tent or palace, amid the dust, smoke, clamor, heat and ashes; amid the clink of wheels and hammer, over the engine's iron head. There is found genius, ever extending science and its world of power. There, in busy, active labor, should man be happy, for every commanding movement serves not one, but all mankind.

We should never give up, but learn what a wonderful influence time has over circumstances, how dilemmas, annexed with difficulties, are by some inexplicable plan borne away by the irresistible ebb and flow, and in their place stand possible possibilities.

The solemn shadow that bears in his hands the conquering scythe and glass of sands means joy and sorrow alike to all. And then 'tis Time's soft magic, also, that wears away the grief. And Patience does her perfect work, and Hope sows laughing blossoms on the path, till all that lives and moves in

"Life's wide range
May bless the vicissitudes of change."

Many are our mistakes in life, but we should not cease to think of them, and hang them in memory's hall, as mirrors, into which we should look with profit and bear the reflection we find, through all time.

Disappointment is among the hardest trials we have to bear. It is, indeed, a stone we are wholly unable to roll from off our hearts.

A writer once said that "we make our lives a harvest of thorns, a heart to bound or break." It is the disposition of some to be always looking on the dark side of life. They are those ill-starred creatures who continually seek for a cause to complain of life, in this work-day world, being so full of briars, their existence as tedious as a twice-told tale, then coolly throw the blame on Providence as being instrumental in the accidents caused by their own impatience. Pleasure is spread over all the earth in stray gifts to be claimed by whoever may find.

Life is not long and the years are fleet. We should not look back with despairing heart on the sunshine that made the shadow and think our lives are in vain. Gaze not on the past with mournful sighs; we should not think life has no glory left because a few of its frail things die.

"If earth be lonely, then heaven is sweet.
Crush the dead leaves under thy feet."

We have much of sunlight, days whose splendor blinds our sight, and the clouds that fall between have all a silver lining.

"Then cheer up! Straight on your way
Whichever course the tide be flowing;
For some must work while others play—
All help to keep the old world going.
And so, good-night, the day is done,
If sorrow come, a smile we'll borrow;
Another day is lost—or won."

Good-night. Long live your *Magazine*. Good luck to the fireman.

Peculiar Mary.

MISSOURI, CASS COUNTY.

ALBANY, May 28, 1887.

To Woman's Department:

Being a constant reader of the *Magazine*, I would say a word for our Organizer. I had the pleasure of meeting Vice Grand Master Hannahan, during his recent visit to our city. His calm wisdom, ready wit and unaffected manifestations, render him interesting as a speaker; just the one to inspire his fellow-men with confidence and a desire for improvement. He is one who will never put off the harness while health remains, but will battle for the right, be as kind hearted as ever, should he remain a century in the position he now holds. Who can doubt that for such as he there is a "crown" awaiting?

From a Fireman's Wife.

Digitized by Google

HOW TO LIVE.

My Interpretation of Mrs. Fry's Regulations of Daily Life.

Time is one of the things which wait for no man. How many hours and even days pass away idly spent, and how much better we feel when we seek our rest at night, if the day has been spent usefully and profitably. As the dying man lies upon his couch, he thinks of all the time he has idly spent, and for which he will have to render an account to his Creator, for when the great day comes when we shall all be assembled before God, those who made the most of their time will obtain peace and happiness, but those who were careless and idle may be sentenced to an everlasting punishment. The habit of telling untruths is almost as bad, if not worse than that of procrastination. How many criminals have begun in this way, by telling falsehoods, then doing something worse, perhaps stealing, and going on and on until finally they commit some act for which they will be hung. Satan does not begin by tempting us to do large things, but by persuading a child to deceive its mother, and gradually, if we yield, to become more and more in his power, and it would be difficult to break from his firm grasp. How much better it is to tell the truth. We are then respected and trusted. In one instance it is said to have saved a man's life. Never to speak ill of a person, is a rule which, if followed, would bring more true happiness into the world. Much of the mischief and many of the quarrels between families, are caused by one person speaking ill of another, so if we cannot talk well of others, it is best not to speak of them. Kindness is the thing which finds its way most quickly to the heart, and how happy it makes us if we are feeling discouraged, while an unkind word "cuts like a knife," and has driven many to ruin. Even the dumb animals feel the effects of kindness, they seem to appreciate it, and they can be taught more by this means than by the use of the whip. When we look around us and see the misery, it seems strange that we should have so much while others possess so little, and it should make us willing to deny ourselves things which are not necessary to our comfort, to give to those who are deserving. In doing all these things, we might first think if it is best for us to do them, and if we cannot decide we must take it to a higher power. And when our path in life seems roughest, then it is the time God is nearest to us; and if we exert our powers as far as they go, we will certainly come out right in the end, for it has been truly said, "God helps those who help themselves."

Marion B. Smith.

ALBANY, May 21, 1887.

To Woman's Department.

Having recently heard one of the Western boys remark, "Why don't Albany ladies say a word through the *Magazine*?" then a remark from a Brotherhood man's wife about her trials over the terrible lunch basket she has to store with eatables, and the cross, selfish husband she has to please with spotless overalls and jacket, I beg to say to her through our book, "Remember, a cross, selfish husband is only *equaled* by a *fretful wife*." Both are, alas! too common. Surprise your husband with a smile. It will be worth a dollar to just see his glance of astonishment, and remember, with a wife her *husband's faults* should be *sacred*. I often forget the spoon or fork, but never the clean napkin to use in place of the waste so commonly used, leaving lint. Then I remove the shell from the well-cooked egg, leaving it spotless and inviting. The individual salt, with cover, is indispensable, and the Saratoga chips are always relished. In the fruit season give a generous supply; it is more tempting through the warm summer days than meat. Don't fill the bottle with cold tea; put some in the basket so he can have it fresh. The pudding bake in a small dish never used for any other purpose, then it can be placed in and retain the flavor, not looking mussy to start with. Give just as much care to the lunch basket as to the tea table, but don't lay it to heart if the poor fellow does not speak of it on his return home.

If this escapes the waste basket I may try at some future day to write again.

From a Fireman's Wife.

CLINTON, IOWA, May 1, 1887.

To Woman's Department:

In reading the ever welcome *Magazine*, I see Barnabas' Wife asks the Grand Master's wife for her receipt for baked beans. I am not the Grand Master's wife but will send her my receipt for baked beans. Wash one quart of beans and pour over boiling water and let stand three or four hours, or over night. Put them in an earthen jar, add one-half cup molasses, salt and pepper, stir well together, put in one-half pound pork, cover with water, put in oven to bake in the jar. Add boiling water as needed, bake from three to four hours. Stir from the bottom occasionally.

I think she will find them good cooked in this way.

From a Fireman's Wife.

For Woman's Department:

SOONER OR LATER.

Sooner or later the friends we now meet,
Will be laid at rest in some sylvan retreat;
Sooner or later the grass will grow
O'er the place where we rest, tho' we may not know.

Sooner or later we would fain recall
The unkind words that the lips let fall
To the one, who, perchance may be dear to us yet—
Tho' loving us still he can never forget.

Sooner or later when cold, white hands
Are folded in death; when beside them we stand;
When the lips move not, and the heart is at rest,
And no life-throb is felt in the pulseless breast,

Will conscience tell us of a wrong we've done?
Of the fair, false words, of a heart that was won
To be cast aside at an early day
While the victim moaned her life away?

Sooner or later each life must end,
As the victim rests, thus will rest the false friend;
Tho' her faults were many and in sin were arrayed,
God will judge the betrayer as well as betrayed.

Sooner or later God's blessings will rest
On those who are weary and with sorrow oppressed;
He can lighten their burdens and bind up each heart
That is stricken with grief; He can mercy impart.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., May 10, 1887.

Digitized by Google

HARRISBURG, PA., June 2, 1887.

To Woman's Department:

Duty compels me to write to you in behalf of all delinquent members in the Brotherhood of Locomotive Firemen, so that their families may not be left in the terrible situation that I am. First, let me state my case, so that you may all know why I call it my duty. My husband joined Harrisburg Lodge, No. 174, about one year ago, and kept himself in good standing until in January, when sickness of myself and children (of which there are six) caused him to be unable to pay his assessments, leaving us unprovided for, if anything should happen to him. God forbid that any sister should suffer the torture of mind I did, and do yet. How I implored him to go to Lodge and state our circumstances to the brothers, and ask them to keep him in good standing, which I am sure they would have done without a murmur. But, being very bashful, he hesitated, and too long. On the morning of May 18th he was killed in a railroad accident, leaving me dependent upon a charitable world for a livelihood.

If you are a sister who reads this, see that your husband is in good standing with his Lodge, so that you may not be left in the terrible situation I am. You can afford to make any sacrifice, except your honor, to pay his dues and assessments. If you are a member, ask yourself if you have your dues and assessments paid, so that if anything should happen to you, that your wife and children or those dependent upon you for their support will have the protecting arm of the Brotherhood in the hour of need.

How nobly the members of Harrisburg Lodge responded in giving me all the assistance in their power. To the brothers at the Union Meeting in New York City, for their liberal donation to me, through the Master of 174, and all others who extended a helping hand to me, I return my humble thanks and a fervent God bless you.

Harrisburg Lodge is not responsible for my husband's delinquency, as I do not think any of the members knew in what circumstances we were.

Again thanking you all, I am,

A lamenting sister,

Mrs. Thomas A. Keyser.

STUART, IOWA, May 28, 1887.

To Woman's Department:

I have wondered why some one has not written in regard to Lodge No. 20, even its members don't write. Stuart Lodge could not help but prosper, as it has honest, hardworking and warm hearted men for its members. They are always ready for work, and a good social time.

Last Wednesday evening, a number of the members of the Brotherhood and their wives, surprised Mr. and Mrs. E. Cahow by taking possession of their home, in honor of Mr. Cahow's birthday. An easy chair was presented as a token of esteem. Refreshments were served, and a more pleasant evening was never spent.

The sad news just reached us that the only daughter of Mr. and Mrs. Rea Hanley was severely burned. Her recovery is doubtful. She tried to build a fire while her mother was absent from home, and used kerosene instead of gasoline. She was but nine years old.

I will close for this time as my letter is longer now than I intended it should be. With best wishes for the B. of L. F., I remain as ever,

A Friend.

P. S. Lelia Hanley died Sunday, the 29. They have the sympathy of all.

ARGENTA, ARK., May 29, 1887.

To Woman's Department.

Never having seen anything in the valued *Magazine* from Three Branch Lodge No. 304, or from this place at all in the form of a letter, I thought I would write a few lines to the Woman's Department. The Lodge seems to be in flourishing condition for a small Lodge. It only has about twenty-four members, all of whom are sober honest and industrious Several are gradually "climbing up the golden stair" of promotion. Bros. R. G. Curtis, C. F. Humphreys, and A. S. Willbanks have been promoted to the switch engines, and Bro. F. H. Barrelle, our present Master, has been running several months. Bro. R. S. Hunt is hostling in day time now.

My husband being a subscriber to your *Magazine* I always read it, especially the Woman's Department. I think the Brotherhood is one of the grandest organizations on earth. May God bless the Firemen and Engineers, is the earnest prayer of one who fears the waste basket.

Nancy Lee.

LINDSAY, ONT., May 14, 1887.

To Woman's Department:

Will you please allow me a small space in your valuable *Magazine* to write concerning J. Scott Lodge No. 136, Port Hope? Not hearing anything from that quarter since "Sister Ella" wrote, I would like to know what has happened that no one follows her example. Having a father and two brothers on the railroad, of whom I am very proud, no doubt I have a warm shoulder for the railroad boys, and it is not to be wondered at, for I think they deserve credit. They have a noble Order, and it is worth encouraging. May God bless them. With best wishes, I remain

A Fireman's Sister.

For Woman's Department:

TO MY HUSBAND.

If I could only give you what would outlast time,
Remain as fixed as polar star above,
Something to live and thrive in any clime,
I'd give *my love.*

And should you ask for that more true than steel,
A something of yourself, a kindred part,
My inmost thought I'd then to *thee reveal,*
And give *my heart.*

Should friends desert you, fortune cease to smile,
Should joy itself appear beyond recall,
Your weary moments I would then beguile,
And give my all.

But if some lofty sacrifice you'd ask,
How glad I'd yield me to your dear control;
And give, since giving is love's sweetest task,
My very soul.

And Oh, believe *me*, could I turn away
One cruel shaft, one pang of this world's strife
From *your great heart,*
I'd give my life.

BRISTOW, IOWA, May 26, 1887. *Lillie McGraw;*

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.
Subscriptions must begin with the January, April, July or October number and expire with the year.
Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.
Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.
Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

AUGUST, 1887.

Mr. Editor:

It is now some months since I have had anything to say in this part of the *Magazine*, but some rumors, which I have lately heard, in regard to some of the laws made by the last Convention of our Order, lead me to give expression to a few thoughts on the mooted points. It has been said by certain brothers that "they could have done far better and made better laws in less time, than was taken by the delegates that were sent." Now if such is the case, it is certainly worth while for each Lodge, to make a note of the fact, and when the time comes to elect delegates again, to send some of these "earnest, enthusiastic members," who will no doubt avoid the errors of their predecessors, and give us laws that will at once please everybody. In justice to the delegates at Minneapolis, assembled last September, let me say, that with a few rare exceptions, the aim and object of all appeared to be the transaction of business for the good of the Order, and the making of laws that would promote its growth, and insure its stability.

One of the changes made by the new laws, is a more thorough medical examination, and this is condemned by some in more forcible than choice language. In all insurance societies conducted on sound principles, as strict an examination has to be passed as ours is, and even then, if everything else is acceptable, the fact of being engaged in the train service of a railroad, is enough to cause a rejection of the application for insurance, on account of the dangerous nature of the avocation of the applicant.

If our very business bars our admission into nearly all sound life-insurance companies, we ought to be thankful to the Order, that its arms are open to receive all, who have good health, and whose systems are not already impregnated with the seeds of some incipient disease, whose presence could not be known, and would in some cases not even be suspected, except it be revealed by the more careful examination as now required. By our old system hundreds of men have gained admission, who would not under any circumstances have been accepted in stock insurance companies, and many thousands of dollars have been paid to them or their heirs, making the insurance more costly than it ought be, to those who survive, and who were able and are still able to stand the tests as required.

Next we hear that much dissatisfaction exists, in some sections, in regard to the law, requiring the dues to be paid quarterly in advance. This is as I take it one of the best sections of the new laws, and is only making imperative, what I and many other members have been doing voluntarily, for I think that next to rum, *credit* is the worst foe the workingman has to contend with. Having been on both sides of this question, I have had a chance to see how it works, and am glad to find that *credit* is to be banished from our ranks, for he is a thief and a robber, or makes men so.

Some years ago when I was younger and less experienced in the ways of the world than now, I undertook to run a store carrying a general stock of goods. Among my customers were a number of railroad men, who traded on book by the month, and who lived higher, and dressed in better style than I thought I dared indulge in for myself or family. After two years of hard work with head and hand, I succeded in getting out of the business, with the loss of a few hundred dollars' ready money, with over a thousand dollars due me, (and still due) and with a stock of experience which should have taught me better than to ever try the credit system any more. But in spite of this lesson after an interval of over ten years I was again induced to enter a partnership store, and again put in two years of hard work, and came out stripped of everything, having sacrificed my investments, and even several parcels of real estate, which I had acquired, and which I would have been able to pay for, if I had not been obliged to invest more and more all the time, to keep up the credit of the firm. Now it does not seem that all merchants are ruined in this manner, for some seem to accumulate money or wealth, but how is it done? They have a lot of customers ranging from A to Z through the alphabet. A, B, C, D, and so forth, pay their bills, but there is W, X, Y, Z, who do not pay. Now if the merchant has to make up these losses from his own resources, he will do as I did—come out worse (off) than he went into business, but if he has been sufficiently schooled in mercantile usage, he will make A, B, C, D, and the rest, pay as much more for their share of goods as is necessary to cover the losses occasioned by the rascal W, with his colleagues. Credit is bad for the merchant—it leads him to take chances—it causes him many hours and days of worry to make his ends meet—it either brings him to ruin or it makes him so cruel as to exact from A and his other paying customers that which W and his evil companions should pay. After years of this strife the merchant finds his trust betrayed so often, that he at times turns a deaf ear to a worthy man temporarily embarrassed, and refuses credit where it would not be misplaced, but would do good. This is one side of the picture—now look at the other side. A family buying on credit will generally buy and use more, than they would if ready money had to be paid for the goods. Hence it leads to extravagance and waste. By buying on

Digitized by Google

credit they are obliged to pay the extra per centage, which the merchant adds in order to cover the losses incident to the credit system, and this brings in the greatest piece of injustice connected with the transaction. By what process of reasoning can any one demonstrate, that it is fair to make A, B, C, D, and the others, pay for the goods which W and his likes have obtained by making fair promises, and then after running in debt to every one possible in one place, removing to a new field of operations, only to repeat the same performance. Common sense, justice and morality all say that it is not fair to saddle the honest men of the land with this burden, yet every man dealing on credit is helping to perpetuate this curse. See how this system has in the past been drawing the life-blood of our Order. Members were allowed to be delinquent and thus living on credit, yet when anything happened they were ready to claim the cash very quickly, and officers whose duty it should be to protect the Order from illegal claims, have often allowed their personal feelings to sway their judgment so much, as to aid and encourage these illegal claims. Let us hope that the wisdom of the Committee of Revision, in stopping the credit system, and placing the Order on the *cash in advance* plan, will become more and more apparent, as we get better acquainted with the laws, and that each and all brothers will feel that the *cash* plan is the most manly, the cheapest and the safest way of doing business, not only for the Order, but for the individual members, and that by its universal introduction the working classes would be immensely benefitted, for the honest portion would be able to get their living at a great reduction in cost, and the *dead-beats* would perforce have to pay for what they get, and thus have the satisfaction of knowing, that they have not defrauded their fellow workmen of a large share of their hard earnings. *X. L. C. R.*

BRAZIL, IND., June 20, 1887.

Editor Locomotive Firemen's Magazine:

As I have seen no commuication from Headlight Lodge, No. 217, I concluded to let our Brothers know what we are doing and our prospects for the future.

Our Lodge was organized by Bro. Hannahan on March 6th, 1887, with thirteen charter members, who have earnestly gone to work for the good of the Order and our Lodge. We now have twenty-four members in good standing, with a prospect of a steady increase in the future. Our members take quite a pride and interest in our Lodge and the Brotherhood, and if any Brother of other Lodges should come our way they may be assured of a cheerful and kindly entertainment by one and all of the "Headlight" boys.

We have been very fortunate in the selection of our officers. Bro. Larr, our Master, uses the gavel with a determined hand, and rules the Lodge and maintains order to perfection. He also has an eye on the second term, i. e., the members have their eyes on him for their Master for the next term.

Too much can not be said in praise of Collector G. L. Cook and Receiver Scott Cook. Their places could not be better filled, as they are our wheel horses and always have their harness on. Bro. Geo. Cook allows the members no chance for suspension, and Bro. Scott Cook guards the funds very carefully, so there is no danger at present of becoming bankrupt.

I can not name all our earnest workers without mentioning all the members, as one and all are deserving of praise; a more kindly and pleasant feeling can not exist in any Lodge than is found among the members of "Headlight" No. 217. There is no rivalry except to excel each other in the interest of the Order, and there is no envy or jealousy whatever among us, for we all take a pride in the promotion of each other.

The Master Mechanic of the C. & I. C. Railroad, Mr. J. L. Greatsinger, entertained us with a very interesting and instructive lecture at our last meeting, and promised to visit us again in the near future. We expect a lecturer from your city to entertain us at our next meeting. We have expected a visit from some of the Grand Lodge officers, but up to date our hope has not been gratified.

Bro. Harry Clark who handles the left side of engine No. 7, became tired of single blessedness and joined another order, i. e, that of matrimony and was initiated the first of the present month by Miss Mary J. Powers, of Galva, Ill., to whom he has also had his policy made payable. Our boys one and all extend hearty congratulations, and wishing him a clear track and pleasant run through life, have determined to follow his good example.

Not knowing whether this communication is going to reach the waste basket or the columns of the excellent *Magazine* I will close for the present, with the promise to do better (if I can) some day.

Fraternally Yours,

J. H. Jordan.

ARMOURDALE, KAN., July 5, 1887.

Mr. Editor:

I take pleasure in informing your readers that Kaw Valley Lodge No. 313 keeps well abreast of the times. We meet alternate Mondays at 7:30 P. M., and great interest is taken in the meetings by all the members. Our Collector and Receiver are excellent officers, and keep the boys within the bounds. They do not take a "stand-off" from any one, but require the hard cash every time. Bro. Will Sutcliffe was lately married to a very popular lady, and has the hearty congratulations of all our boys. Bro. M. S. Laughlin intends to celebrate when Home Rule is established in Ireland. Bro. John Donovan still speaks of County Clare. Bro. Ed. Sperry, our worthy Vice, is getting along all right, and Bro. E. G. Wilson is still night M. M. We have as clever a set of boys here as you will find anywhere. They are strong advocates of the B. of L. F., and take pride in their membership. Although not among the largest, we claim to rank among the most active Lodges in the Order, and the work of our officers and members will speak for itself. With cordial greetings to all good Brotherhood men, wherever they may be, I subscribe myself, Fraternally yours,

Shamrock.

Digitized by Google

NORTH PLATTE, NEB., June 24, 1887.

Mr. Editor:

The following item is clipped from the North Platte *Nebraskian*, of May 21st.:

On Wednesday of this week a couple of well-known U. P. firemen surprised their friends in this city. Their mothod of so doing was by getting married. On that date Frank Winn and Miss Mary Grimes and John Downs and Miss Hattie Reed were both married at the Catholic church in this city, Father Conway officiating. The affair was kept very quiet until just a short time prior to the wedding, when it was announced. Several handsome presents were made to the young people, and in connection with their numerous friends in North Platte *The Nebraskian* wishes them a long, happy and prosperous life.

Notwithstanding the quiet part of it, there was a large crowd at the church. No. 28 was having a meeting, and took a recess, to proceed to the church to witness the ceremony. Brothers Winn and Downs stood it like majors or heroes, or whatever you're a mind to call the fellows that face danger and stand up to it like a man. After the ceremony of splicing was over, congratulations were in order after which a good time in general was had. No. 28 was thinking of engaging the cornet band of twelve pieces, but that was knocked in the head, as there was a band of somewhere near five hundred, mostly young men between the ages of nine and twenty-one, who volunteered to serenade without any fixed price, and serenade they did, too, in great shape. Most of the neighbors fled from their places of abode thinking there was an earthquake. I am not much of a judge of music, only I can tell Yankee Doodle and Home, Sweet Home, when I hear them played, but this band did not play either of those tunes, but something that must (to me) have been more operatic. I have failed to learn from what opera it was played, but it seems to me that it must have been from Calathumpia. The band played so hard and earnestly that they spoiled their instruments and left them on the field. The neighbors had to hire carts and wagons to haul them off and clear the street of the blockade. If they were all piled up in a heap what a monument (of tinware) they would make. Ever since there has been great demand for wash-boilers, bread-pans, pot-lids, etc. Most of the women in the town were having a strong suspicion on their neighbors of stealing those articles, until they would meet at the tin store purchasing new ones, then would come an explanation. Solon Shingle was never more in earnest to ferret out the "pesky cuss that stole his barrel of apple sass," than those women were to catch the pesky cuss that stole their wash-boilers, etc. Fears were entertained that there would be an indignation meeting and a vigilance committee appointed, but thanks to most of the good (?) promising husbands things are now more quiet. Mrs. Toodles having lost some of her tinware on former occasions thought this time that she would be equal to the emergency, by hiding every piece of tinware that could be used as an instrument for such a band, but all in vain, for lo and behold one of the family (a young scion of nine summers) had his eye on those hidden articles and appropriated them to his own use, as he had joined the band without our knowledge or consent. Suffice it to say that Mrs. T. was wrathy, but on beholding the audacity of the young lad in taking the articles, and his cheek in telling of the "bully time we had," she was somewhat pacified.

His action reminds me of old times and convinces me that he is a "chip off the old block."

The boys of 28 did not forget the *two pair* as they presented them with knives and forks and spoons and baby stockings, etc. So now everything is quiet along the valley of the Platte, we have our ups and *Downs* but we are bound to *Winn*.

Timothy Toodles.

POINT EDWARD, ONT., July 5th, 1887.

Editor Magazine:

With profound regret I write in behalf of Huron Lodge No. 221, of the death of Lottie, wife of our worthy brother, Wm. Cooper, aged 24 years, who has joined the silent majority. One of the hard workers for our Lodge has passed from life's busy turmoil and is immortal. As a collective body we mourn her departure, as individuals we experience a deep and sad sense of personal loss. But memory's bells are ringing softly and sweetly in her praise, thereby reminding us that there is but a step between life and death, while her's was sudden and unexpected. Believing as we do in the unerring hand of a kind Providence, our hopes are strong in the faith that the vital and immortal spirit of Lottie is in the full enjoyment and fruition of that reward that is ever in store for the tried, true and trusted. This Lodge tenders to the stricken and crushed husband our heartfelt sympathy in this, his deep and sad bereavement, humbly praying that the blessing of God may richly abound unto him, and he may realize that earth has no sorrow that Heaven cannot heal.

Such talents and such piety combined
With such unfeigned humility of mind,
Bespoke her fair to tread the way to fame,
And live an honor to the Christian name.
But Heaven was pleased to stop her fleeting hour,
And blight the fragrance of the opening flower.
We mourn, but not for her removed from pain—
Our loss we trust is her eternal gain;
With her we'll try to win the Saviour's love,
And hope to join her with the blest above.

H. J. C.

GARRETT, IND., July 5, 1887.

MR. EDITOR:—The members of Garfield Lodge presented our Master, W. F. Moughler, with a fine Masonic apron on June 3d. The presentation was made by our Master Mechanic, and at the same time the ladies presented us with a fine Bible. Our General Foreman, Mr. Meed, presented it for the ladies. We think there are a little the best officers on the B. & O. of any road in Indiana. The Lodge also presented our Secretary with a fine gold pen and holder.

There is nothing but harmony in No. 208. Bro. Moughler and the writer were taken by surprise, but, Brothers, if we could not say much, we will ever try to merit your respect. *T. C.*

Digitized by Google

CAMPBELLTOWN, N. B., June 11, 1887.

MR. EDITOR:—Again the *Magazine* has put in its appearance in our midst, and this time it was hailed with joy by the boys of 144. To say the least, they were tickled to death to think some of their number could not only write but also rhyme. Since the accident that resulted in Bro. Jas. G. Thompson's death, another has occurred in the shape of a slide of snow and ice from the side of a heavy cutting. Two engines were coupled, in charge of Bros. Charlie Sawyer and Steve Jones, and on coming around a curve and down a steep grade, they met the obstruction. Jones, fireman, was killed, and a brakeman who was riding on the engine of Bro. Sawyer was severely injured, and at one time his recovery was doubtful, but, I am pleased to record, is now progressing favorably. The rest of the boys on this division are all well, with the exception of one or two. Bro. Robert Chamberlin says he can beat Job, of Biblical fame, for having boils, and that he greatly resembles him for patience. But Bob must remember that he has no wife like poor old Job had to illadvise him. May be the boils were a little previous. Bro. Andrew Connell is still running up the valley, but feels very lonely at present, as his wife has gone to the sea shore for the summer to recruit after her illness. I would strongly advise Andy not to fret, as I know how to sympathize with him, having been there and stayed all night. Bro. James Smith is well and contemplates a fine summer, as he has purchased a fine horse and buggy, and will make some fly runs after he has the brake applied to him. Bros. Henry and Matheson have quite recovered from their illness, and after spending a few days at Dalhousie intend resuming duty. Bro. Matheson has a great dislike for aboriginies. No. 144 can boast of some of the fastest runners on record. I understand Bro. W. G. Bell, with No. 20 engine, has won the belt for fast running. Some of the boys have bought lots of land and intend building houses for themselves. It is rumored that Bro. Morton is investing in real estate, and as Jack is a warm boy, he is making a wise choice when he selected a young lady who is known to be directly opposite to warm. We wish him prosperity. Bro. Deavereaux is on a working train. We are pleased to see Jack at work after being sick so long. Having paid a visit to Dalhousie, I met Bro. L. G. Scott, and was pleased to see him. He is anticipating a big time at the Inch Arran hotel. He says he is the most popular engineer on the D. B. R. His fireman, Bob, has recruited greatly since he came on the branch. He has made some fine trips to the Islands and can beat Baggagemaster Cameron on a single scull. Bob says he loves to sleep in the hay. On my return to Campbellton, I met Bro. Gallan, who is still running up the Valley. He is a pleasant, genial, good fellow, and is often heard to sing

"Come, Birdie, and live with me,
I'll make you happy, gay and free;
You will be all the world to me
When you sign your name Mrs. D. C. G.

Bro. Wm. Smallwood is running on the Northern Division. Bill is a good fellow and one who enjoys himself, especially when he runs an emigrant train. Bill says she was a good singer, and that the fellow who ordered him out of the car was possessed of a lot of brass. I would like to meet 17x24 and shake his hand for his rhyme, and trust we will meet soon after he gets a larger cylinder on and his blower repaired, and now, as the wind in my main pipe is exhausted, I am dead for the present until I get into the shop at Campbellton and have a talk with the Joseph Walker.

Who Is It?

EAST ALBANY, N. Y., July 5, 1887.

Editor Firemen's Magazine:

DEAR SIR: East Albany Lodge No. 215, B. of L. F., has never asked for space in your very valuable *Magazine*, and if you will grant it now we will let our friends abroad know how we are prospering. The boys maintained this reputation of "not doing things by halves," by giving one of the best receptions ever held in this vicinity. It was held in Blueker Hall, Albany, on the night of April 14. The grand march was participated in by sixty-six couples, and the first quadrille by seventy-six couples. There was placed on the stage a locomotive bell, which the chief floor manager could ring by means of a rope from his position among the dancers, and when the sets were completed, dong, dong, would be the signal for the orchestra to commence. At the first ring, the gallants left all thoughts of hard work and long trips behind them, and with their wives and best girls started in for enjoyment. And they did enjoy themselves right well until three o'clock in the morning.

The "washout" on the N. Y. C. happened just in time, as it caused almost a suspension of freight traffic over the B. & A. for a few days. This afforded nearly all the boys an opportunity to "take in" the dance.

There were present as invited guests engineer Spencer and firemen Washburn and Sibley, of Boston; fireman Henry Kirtland, of Springfield; M. Hanrahan, of Pittsfield; Engine Dispatcher Priest and engineer Evans of the B. & A. at East Albany, also delegations from Oneonta, Schenectady and Troy.

The reception committee entertained their guests royally, and they will long remember the second annual ball of No. 215, B. of L. F.

Great credit is due the general committee for the admirable arrangements afforded for the comfort and enjoyment of all. By the way, Mr Editor, our Firemen's Lodge will be composed of engineers if business keeps on as it has for the past few months. About all of the charter members of 215 are on the right side, and we have the best material too. All are wide-awake, energetic young men, who know now to take the advantage of an opportunity when it presents itself, and who practice those commendable virtues inculcated in the teachings of the *Brotherhood of Locomotive Firemen*.

Yours very truly,

"*Observer.*"

MR. JOHN EUSEY, one of the Bee Line's veteran engineers, is now running the 155 between Indianapolis and Galion. Mr. Eusey is a life-long railroad man, and has several sons who are also serving as locomotive enginemen, two of whom are members of Eureka Lodge No. 14.

Digitized by Google

A Curious Love Letter.

**To Miss——*

The great love I have hitherto expressed for you is false, and I find my indifference towards you increases daily; the more I see of you the more you appear in my eyes to be an object of contempt. I feel myself every way disposed and determined to hate you. Believe me, I never had an intention to offer you my hand. Our last conversation left a tedious insipidity which by no means gave me the most exalted idea of your character. Your temper would make me extremely unhappy and if we are united I shall experience nothing but the hatred of my parents added to everlasting displeasure in living with you. I have indeed a heart to bestow, but I do not desire you to imagine it at your service. I could not give it to one more inconsistent and capricious than yourself, and less capable to do honor to my choice and my family. Yes, Miss, I hope you will be persuaded that I speak sincerely, and you will do me the favor to avoid me. I shall excuse you taking the trouble to answer this. Your letters are always full of impatience, and yet have not the least shadow of wit and good sense. Adieu! Adieu! Believe me so averse to you that it is impossible for me even to be your affectionate friend and humble servant,

M. R.

* The reader, after perusing this ingenious letter, will please read it again, commencing with the first line, then the third, and so on, reading each alternate line to the end.

MILWAUKEE, WIS., July 5, 1887.

Editor Locomotive Firemen's Magazine:

At a special meeting of Guiding Star Lodge No. 130, the members were honored with the pres ence of our G. S. and T., Eugene V. Debs. Though his stay was very short, the brothers were well pleased and much benefitted by his instructions, which did him and the B. of L. F. much credit. But we hope when Bro. Debs or any of the Grand Officers calls again that they will stay a little longer than to borrow a match. There were a few visiting members present, Bro. Winwood, of Chicago, Bro. M. O'Loughlin, of No. 42, Madison, Wis., Bro. Wallbaum, of Chicago, No. 95, Bro. Buckley, of Battle Creek, No. 84, and a few others.

No. 130 regrets very much that it was not a Union meeting, instead of a special. But we hope that in the near future the Grand Officers will favor us with their presence for that purpose. We hope that our Master will not feel so much embarrassed as he was when Bro. Debs was here June 10th.

Our Master, C. S. McAuliffe, took unto himself a better half, Miss Mary Regan, of Hartford, Wis. Con and Mollie have the congratulations of their friends and of No. 130.

Rielly.

THE *Switchmen's Journal* for July contains an extended account of the defalcation of Walter S. Condon, late Grand Secretary and Treasurer of the Switchmen's Mutual Aid Association of North America. The article is captioned "Walter S. Condon—Thief," and is embellished (?) with a cut of the absconded subject. The whereabouts of Condon are as yet unknown, but it is hoped that the criminal may be apprehended and brought to justice at an early day. A robber of needy widows and fatherless children ought not, in the very nature of things, to be allowed to run at large, for there is no crime in the entire catalogue he would not be capable of committing.

Although the S. M. A. A. of N. A. has sustained a serious blow, it is gratifying to note that its leaders have resolved that the good work of the Order shall go forward just the same. That is the true spirit, gentlemen. It serves as a guarantee that the perpetuity of your organization is secure, that while a thieving scoundrel may steal your funds, he cannot crush the great Order he has betrayed and outraged.

Remember, gentlemen, that we have all met with the same experience. In the vernacular, "we have all been there," and of course the Switchmen must keep abreast of the times.

We hope to see the S. M. A. A. take hold with renewed vigor and surmount the obstacles which temporarily bestrew its path, and then march forward with majestic strides to greater triumph than any hertofore achieved.

A MOST excellent photograph of Mrs. Henry B. Jones, of Washington, Indiana, Editress of the Woman's Department of the *Brakemen's Journal* adorns the pages of the *Journal* for July. Mrs. Jones is a most estimable lady, and has the highest regard of all who know her. From childhood life has been a struggle with her. She met all obstacles bravely, nor did she ever falter in her devotion to the right. Though poor in purse she is rich in womanhood and in the love and gratitude of those whose rugged path of life has been smoothed by her gentle and loving influence. That so noble a woman as Mrs. Jones has espoused the cause of railroad brakemen is certainly a very high compliment to their organization.

THE KNIGHTS.

Dost say the heroes are all dead!
That, slumbering 'neath the crypts of old,
The flame of valour's long since fled,
Or resting with the forms so cold
Who, ages back, were garnered in
From field or forum, laurel crowned;
That naught is left save dust within
The urn of some crumbling mound?

That since the day of "ladye fayre"
Was wont to crown some gallant knight,
Who flung his standard to the air
And rode to victory in the fight,
The chivalry of old hath fled,
No more to prompt heroic lays,
Which, like the blood the vallynt shed,
Hath vanished with a bygone age?

And if, perchance, a gleam of light
Is found to gild our armour still
That, phœnix-like, it wings its flight,
And leaves us grovelling mortals ill;
Our muscles nerveless, hearts less leal,
That during proud Rome's Appian Way,
When knight were bold, and barons old,
Were fain to rule with regal sway.

But know that chivalry still lives,
'Tis handed down from sire to son;
And with a lavish hand it gives,
Nor is the race yet nearly run
It is not circumscribed by space,
'Tis found in fane and marble hall,
And oftimes in the humblest place,
Dwell noblest Romans of them all.

True, with the cycle of revolving years,
Life's drama's changed, a scene is wrought;
We labor not to sow in tears,
From chaos now is order brought.
On field, in flood, or midst the flame,
Brave hearts, strong arms we freely give;
Not like ye knights of olden fame,
We struggle now that men may live.

—*New York News.*

Digitized by Google

Personals.



HANNAHAN AT ELMIRA.

BILLY HUGO now drives a magnificent racer.

THE Northwestern country is grand. God made every inch of it.

C. E. BARKMAN, of No. 1, has embarked in the grocery business, and is doing well.

E. W. ARMOR and J. Farnsworth hold things level in the neighborhood of Galion, Ohio.

THOUGH small in stature Phil Dormody, of 356, is one of the biggest Brotherhood men in the East.

CHAS. CREHAN, of 215, is one of the ablest and most enthusiastic advocates our Order can boast of.

GREAT EASTERN LODGE, No. 4, is reported by our Vice Grand Master to be in a most flourishing condition.

JOHN LOVELESS, Collector of 102, has taken unto himself a wife and joy reigns supreme in their little home.

WHAT has become of the Lunch Fiend of the Delaware? We haven't heard of any of his exploits lately.

HIS friends say that Bro. Young, of 111, can not be equaled as a floral artist. His specialty is flower beds.

AN inquiring friend asks: "Can some one explain why Bros. Skinner and Hunter, of 160, layed off May 27th?"

AT the home of Bro. C. K. Brown, of No. 82, there is great rejoicing over the arrival of a twelve pound fireman.

THE Lodge at Elma, Iowa, No. 358, is named in honor of Mr. Cooke, the celebrated locomotive builder.

AFTER several years of faithful service at the scoop Bro. Sexton, of 317, has been promoted to the right hand side.

WHEN Bro. Savage, of No. 57, and Bro. Dennison, of No. 4, get into a joint discussion they make the chips fly.

HAS Harry Walton found out yet where Mrs. Shoemakerlives? The Lunch Fiend says it is No. 13,090, 799th street.

AS a reward for merit, Bros. J. Ridner and W. F. Gunn, of Sunset Lodge, No. 177, have been promoted to the right hand side. Here's our hand, boys!

THE members of No. 221 express their sympathy to Bro. A. G. Muirhead upon the death of his beloved sister Annie.

ONE of the best posted Lodges we have on the rolls is Marvin Hughitt, No. 132 at, Eagle Grove, Iowa. Every man counts one there.

AT Milwaukee it is said that pretzels are specially appetizing. The boys say that Bro. Sargent heartily recommends them.

JOHN M. MORGAN, of No. 23, has secured promotion to the right hand side, a position he has earned by close application to duty.

FOR his great kindness to Vice Grand Master Hannahan during his sickness, Bro. Kirkland will be gratefully remembered.

MRS. ZEPP says that Charlie never did know how much ice cream to buy, any way. Come this way, Charlie, and we'll give you a pointer.

THE saying "True as steel" can be applied with perfect propriety to Bro. Fischer, of No. 57. He is one of that kind every day in the week.

THE Master of No. 285, Brother Stevens, is admirably fitted for the office of Master, and the boys all have the highest appreciation of his services.

AT the residence of Bro. W. J. Horne, of 178, a fine young daughter has arrived. Billy extends an invitation to all the boys to come down and take a "horn."

D. F. DRENNAN, of 169, who is now located at Houston, Texas, was lately united in marriage to a little lady from the Buckeye State. May prosperity attend them.

CHAS. MILLER, who formerly belonged at Beardstown, and is now a member of 179, is engaged in building and contracting, and is doing a land office business.

MARRIED, at Huntington, West Va., May 3d, Bro. Thos. Bishop to Miss Joan Brammer. They have the hearty congratulations and well wishes of the members of 294.

A FRIEND of Bro. J. D. Sharrah says that J. D. is particularly fond of spring lamb at this time of the year. It sometime comes very high, but Bro. Sharrah has got to have it.

No. 126 could find no better man to fill the duties of Master than Bro. McNamara. Day or night, in or out of season, he is prepared to do the full measure of his duties.

RUMOR has it that two of No. 14's members want to live where they can get strawberry short-cake the year around, and hence they contemplate settling in California.

As we go to press we learn that Bro. Mat Turney, of No. 210, who has been seriously sick, is rapidly improving. His many friends will rejoice to learn of Mat's recovery.

THE members of 284 are live and intelligent, as any one knows who has ever visited their meetings. They require no ritual to administer any of the ceremonies therein contained.

THE congratulations of the members of No. 160 have been extended to Bro. Ed. Tohill upon the occasion of his marriage to Maggie Blumenstiel, of Evansville, which occurred in May last.

ED. E. DEPEW, who served on the General Committee of Arrangements at the Minneapolis Convention, was lately married to Miss Celia E. Piper, a most popular young lady of Minneapolis.

IF you have not heard of Vice Grand Master J. J. Hannahan's remarkable episode at the telephone in Elmira, N. Y., write to the members of No. 242 and they will tell you all about it. We present our members with an illustrated cut of the seance in this issue.

Digitized by Google

G. E. CARMER, of No. 1, is well worthy to be the *first* Master in the Order. Under his guiding hand Deer Park Lodge is in splendid condition. Success to Bro. Carmer and the members of No. 1.

ON May 19th, at the residence of the bride's parents in Evansville, Bro. Ed. Farrow, of No. 160, was united in the holy bonds of matrimony to Miss Katie Jungling, a most popular lady of the Crescent City.

MR. G. A. HAGERTY, Mechanical Superintendent, provided the boys with a special engine to convey them to their homes when the Lodge at Vanceboro was organized. Mr. Hagerty is a sincere friend of the Order.

THE gavel (an old boot) used by Bro. Wilson, of No. 73, at the institution of No. 307, is still in possession of the Lodge, and on special occasions is exhibited to visitors with considerable pride as a historic relic of great value.

SOME time ago Bro. H. C. Randall, of No. 14, was presented with an elegant suit of infant's clothes on the anniversary of his wooden wedding, but up to date they remain unused. Hank says he has got the suit filed away for future reference.

AT his elegant restaurant, 1323 State street, Chicago, Bro. Fred Winwood, of No. 47, assisted by his estimable wife, is doing a thriving business. A Brotherhood man desiring a square meal and good accommodations will do well to give Fred a call.

ALTHOUGH the train only stops at Derry three minutes, it was long enough to allow the other fellow to get Bro. Davis' (of 310) seat. We know you have a great many lady cousins to look after, Bro. D., and will therefore make some allowance in this case.

ON May 26th Ed Tohill, one of 160's most popular members was married to Miss Maggie C. Blumenstiel, one of Evansville's most popular daughters. Ed extended a cordial invitation to the boys, and they all flocked in to be present when the roll was called.

VICE GRAND MASTER HANNAHAN has done some "tall rustling" lately. His returns show that he has organized and visited an unusually large number of Lodges recently. John speaks very hopefully of the future, and says we are moving forward to triumphs compared with which our victories of the past are insignificant.

ADVICES from Buffalo announce the promotion of Bro. Dan E. Barry, of Buffalo Lodge, No. 12, to the position of Sergeant of Police of the city of Buffalo. Dan has made a very creditable record for himself, and his promotion is due entirely to faithful services. Good luck, Dan, and may you get the Superintendency in the next shuffle.

THE promotion of Bro. D. Bloom, an old-time member of Silver State Lodge, No. 89, to the position of engineer, is gratifying evidence of the fact that merit has its sure reward. As an engineer Bro. Bloom is a thorough success. He is a credit to his calling as well as to our Order, and his employers have in him a tried and trusted servant upon whom they can rely with implicit confidence.

ON June 1st there was a "double-header" at Toronto. Bro. J. Addie, the very popular master of No. 67, was married to Miss Wright. Bro. Addie is firing the 292 on the west end. Next comes Bro. Stewart White who was married to Miss Ellen Reddie, daughter of one of the oldest express drivers. Bros. Addie and White are both express firemen, and have the best wishes of the members of No. 67, and many other friends.

OUR genial friend and worthy Brother, Con. S. McAuliffe, Master of Guiding Star Lodge, No. 130, was married on June 8th to Miss Mollie Regan, a most amiable young lady of Milwaukee. Both the contracting parties are widely known and exceedingly popular, and a host of admiring friends tender their hearty congratulations upon the happy event. The members of No. 130 presented Con. and his bride with a beautiful China set as a mark of their esteem and good wishes. The *Magazine* joins the throng in wishing the happy couple health and joy and all other blessings that heaven can bestow.

AT the organization of No. 356 the surrounding sister Lodges turned out well, and the meeting was a thorough success. Addresses were delivered by Bros. Van Vranken, Shannon, Mat Turney, Conners and others. When the meeting adjourned the members were taken in charge by Bros. Allen, Wilson and Lilly, who represented the new Lodge, and escorted to a supper that would have done honor to a prince. After supper Bro. Gill entertained the company with vocal and instrumental music, after which the members separated all feeling that a most delightful evening's entertainment had been provided for them by the generosity of the members of 356.

HOWARD E. STEWART, for a long time a member of New Era Lodge, No. 76, and at present a member of New Year Lodge, 135, is now located at the Isthmus of Panama, where he is at work on the great canal. Bro. Stewart is captain of the largest dredge in the world. He receives $300 per month and expenses, besides having charge of 200 men who are grading the canal, for which he receives $100 extra. He has under his immediate charge one chief Engineer, three assistant engineers, three oilers, three firemen, besides his regular crew of forty-five men. The position is a most important one, and Bro. Stewart fills it with equal credit to himself and to the company. His many old time friends will rejoice to learn that he has gone to the front so rapidly. May Captain Stewart meet with continued success and climb still higher on the ladder of fame.

UNDER the caption "A Popular Fireman Promoted," the Elmira *Telegram* refers to the well-deserved promotion of Bro. James Hayes, the worthy Master of Buffalo Lodge, No. 12, in the following complimentary terms: "James F. Hayes, one of the noted firemen on the Buffalo division, and Master of Buffalo Lodge, No. 12, Brotherhood of Locomotive Firemen, has been promoted to be an engineer. The genial James is one of the most popular railroad men in the country and his friends, who, we feel sure, number several thousand, will be pleased and gratified over his ascendency to the throttle. For itself, the *Telegram* is certain that the Erie has a reliable, cool-headed, careful and experienced engineer in Mr. Hayes, who possesses, in addition to these qualities, geniality, courtesy and generosity, and all the other attributes which go to make up the big-hearted and successful railroad man."

AT the home of Bro. H. C. Randall, of No. 14, (Our Hank) a very pleasant surprise party was given lately. It was planned by Mrs. Randall and Hank's many friends, and the surprise was a most complete one. The Indianapolis *Sentinel* gave the following account of the happy affair: "A pleasant and agreeable birthday surprise party was tendered to Mr. H. E. Randall at his residence, 117 Blake street, last Friday evening, on the thirty-fourth anniversary of his birthday. The occasion was a very enjoyable one. Mr. Randall was presented with a handsome gold ring by his wife, and other elegant presents. Mr. Wm. Hugo made the presentation speech in a very happy manner. Bountiful refreshments were served, after which dancing was indulged in until the early hours of morning. Among those present were Mr. and Mrs. J. D. White, Mrs. Holler, Mr. and Mrs. Earl, Mr. and Mrs. Francis, Mr. and Mrs. Haines, Mr. and Mrs. Sergeant Quigley, the Misses Steffens, Misses May Freeman, Francis and Lillie Kendall, Rachel Young, Rildie Wiley, Hallie and Pearl Kyte, Nellie Haines, Mollie McCarthy, and Messrs. J. Ankenbrock, J. Martin, William Lindeman, William H. Hugo, J. Sharkey, and many others.

MR. C. I. HISCOX, the gentlemanly time keeper of the C., M. & St. P. at North La Crosse, is a brother of Bro. G. Hiscox, Secretary of No. 168.

Digitized by Google

A Good Month's Work.

On May 31st, Grand Master F. P. Sargent left home to fill his appointments for June, which were announced in the June *Magazine*, as follows:

Parsons, Kan., 1st; Ft. Worth, Tex.. 3d; Denison, Tex., 4th; Temple, Tex., 5th; Taylor, Tex., 6th; San Antonio, Tex., 7th; Hempstead, Tex., 8th; Houston, Tex., 9th; Galveston, Tex., 10th; Palestine, Tex., 11th; Longview, Tex., 12th; Marshall, Tex., 13th; Tyler, Tex., 14th; Corsicana, Tex., 15th; Greenville, Tex., 16th; Bonham, Tex , 17th; Little Rock, Ark., 18th; Pine Bluff, Ark., 19th; Argenta, Ark., 20th; De Soto, Mo., 21st; St. Louis, Mo. (Industrial Lodge No. 21), 22d; Kansas City, Mo. (Kansas City Lodge No. 74), 23d; Topeka, Kan., 24th; St. Joseph, Mo., 25th; Hannibal, Mo., 26th, and Brookfield, Mo., 28th.

In addition to the foregoing programme, a meet ing was held at St. Louis, Mo., under the auspices of Glencoe Lodge No. 298, on the evening of the 27th, and Bro. Sargent returned from his extended trip on the 28th, pretty thoroughly tired out. He made every appointment without a single exception, and at some points two and even three meetings were held. At several places union meetings with the Brotherhood of Locomotive Engineers and other railway fraternities were held, and always with the most gratifying results.

The number of miles traveled on this trip by Bro. Sargent was 3,412, number of Lodges visited, 27, and number of meetings held, 34. It will be observed that the Grand Master was required to move around at a pretty lively gait to cover the ground and fill all his appointments. He was joined at St. Louis, on the 23d inst., by the Grand Secretary and Treasurer, who accompanied him the remainder of the trip. Grand Master Sargent made a glowing report of his trip through the Southwest. He says that every Lodge he visited is "up and up" in every particular and that the interests of the Order in that locality are secure. One of the most pleasant features of the trip was the absolutely universal harmony that was found to exist between the members of our Order and the members of the B. of L. E., and other railway employees' organizations. Old prejudices have died out. Petty jealousies and sectional hatred are things of the past. A new era has dawned. There is now harmony and good fellowship; and all are working together, hand in hand and shoulder to shoulder, for the common good of all.

NOTES.

Little Rock is all right.

An A No. 1 meeting was that at Tyler.

The "Flower of the West" is in full bloom.

O'Neill, of Brookfield, is as "loose as ashes."

J. T. Hart, Master of 290, is now on the right side.

J. H. Stout is one of the moving spirits at Longview.

Chas. Marsh is one of 205's active and wide-awake members.

J. E. Shortle has all the elements of a good presiding officer.

Master McDonnell, of 74, is well fitted for executive duties.

Nearly all the members of Red River, No. 8, are on the right hand side. All of them are of the right stamp.

To Massa Paige, of Fort Worth: "Shut dat gate! Shut dat gate!"

At Longview and Marshall, very interesting meetings were held.

If you go to Brookfield, you will find a most clever set of boys there.

John Cramer presides well at Denison. He is much liked by the boys.

The hospitalities of Bro. Russell, of Parsons, were much appreciated.

The members of Pride of the West Lodge, are a credit to our Order.

Thos. A. Howell does the collector's busines for No. 45 to perfection.

T. H. Williams, of Phœnix No. 23, is an earnest worker for his Lodge.

The boys at Taylor served an elegant ice cream supper after the meeting.

The Master of Rose City Lodge, No. 45, fills his position ably and creditably.

All the boys at Greenville are up and doing. An excellent meeting was held there.

"Git away dah, ye can't fule dis chile! Tom's in here now enjawn hisself."—Alamo.

The meeting at Fort Worth was largely attended and the results were highly satisfactory.

Geo. Atherton holds the gavel at Topeka, and J. R. Musselman has charge of the treasury.

We met many of the old-time veterans at Kansas City. No. 74 is in a flourishing condition.

The attendance at Temple was very satisfactory. A number of visiting members were present.

Page pined for his pork and beans,
While Dean sighed for his "Bonny Jeans."

Our old time friend, Jep Stout, is as true to the Brotherhood as when we first met him years ago.

Alamo Lodge, No. 263, turned out a good meeting. Master Hayden does business in a proper manner.

Marion No. 290 has been a little rusty, but she has taken a new start and will soon be out of the woods.

J. M. Russ is a worthy representative of the broad-guage men over whom he has the honor to preside.

For genuine hospitalities Palestine takes the —— we had almost allowed ourselves to indulge in slang.

We had the pleasure of a brief interview with Mr. Vedder, traveling engineer of the Missouri Pacific.

Two first-class meetings were held at Parsons, Kan., one in the morning and another in the evening.

Captain Laughlin and his whole crew were present at Kansas City. For a young lodge No. 313 starts out nobly.

During the temporary absence of Judge Burrus, of the Arkansaw district, Judge Jep Stout occupied the bench.

A. Werner, who presides over No. 303, is as solid as the Post Oak from which his Lodge takes her name.

The boys at Longview were all found looking and feeling well. Brotherhood stock is at a premium there.

Digitized by Google

Chas. Snyder, at one time a member of No. 94, now of 147, is firing an engine out of Temple on the Santa Fe.

We were much pleased to meet our old friend Mooney at St. Joe. He is one of the wheel horses in our cause.

Mr. S. H. Spangler, Foreman at Taylor, is a most agreeable gentleman, and counts his friends by the hundreds.

Elsewhere will be found an account of the reception given by the boys at De Soto, to Grand Master Sargent.

Industrial Lodge, No. 21, should feel proud of such officers as Master A. Williams and Receiver W. A. Murphy.

By a unanimous vote Mrs. Motter, of Palestine, was accorded the honor of being queen of the banqueting board.

A better man than John Sullivan, of 145, never held a gavel. He represents a Brotherhood man, head and heart.

James Hyndman does the collecting for St. Joseph Lodge No. 43, and a more faithful officer we have not in our Order.

All our members at Topeka, without exception, are thorough going gentlemen whom it is always a pleasure to meet.

M. E. Finnegan has adopted a diet consisting exclusively of Moxie. He expects to have considerable nerve after a while.

At Fort Worth, Bro. Sargent was received by a delegation of stalwarts, headed by that intrepid leader, Judge I. M. Dean.

Master Mechanic O'Hearne, of Parsons, is a very agreeable gentleman, and speaks of our Order in very complimentary terms.

Bro. Sargent feels indebted to Dr. A. B. Smith, Medical Examiner of No. 147, for entertaining him so kindly while at Temple.

B. F. Page and his celebrated spotted pony attract considerable attention at Fort Worth. Both are very popular with the ladies.

Our Grand Master had the pleasure to meet Senator Reagan, at Palestine, the gentleman of Interstate commerce law fame.

M. M. Hinkle and S. M. Powell are among the leading spirits at Corsicana. They are tried and trusted veterans in our cause.

J. L. Isom, Master, and Ed. Harvey, Receiver, of 243, are well qualified for their respective positions. Better officers could not be found.

D. M. Park, representative of the *Globe-Democrat* at De Soto, takes a very lively interest in the boys and never fails to do them justice.

While in the "Temple" the Grand Master had an interview with the chandelier. The swelling has entirely disappeared at this writing.

The big dinner and elaborate supper prepared by Mrs. Tom Motter, to which all were invited, caught the Grand Master. He hasn't got through talking about it yet.

W. A. Murphy is always on hand when a meeting of the Order is held in St. Louis or that vicinity. The distance is never too great for him.

In no Lodge on the list are there truer-hearted or more manly men than at Galveston. Gulf City Lodge is filled with that kind of material.

A solid body of men was found at Houston. A splendid meeting and lots of interest were the principal features of our visit to the Bayou City.

Though the Hempstead meeting was a small one in point of numbers, much ability was displayed and the boys made a most creditable showing.

Of course we met "Sociable Sol," at Atchison. He accompanied us to St. Joe and attended the meeting there. He is as full of Brotherhood sentiment as an egg is of meat.

Mart Nettle, an old time member of No. 94, was at the Temple meeting. He has just closed out his restaurant, and his stock invoices two table cloths and one napkin left on hand.

At Argenta, a live and progressive class of members were found. F. H. Barrelle, the Master, is a thorough disciplinarian and is ambitious to keep every member in line of duty.

Our friend, J. Barry, of Corsicana, desires some member to send him the small star that is on his plug of navy. He has a diminutive friend of whom he desires to make a policeman.

His Honor Mayor W. M. Lacy, of Palestine, did the handsome thing by Brother Sargent. He gave him his personal attention and showed him many favors which will not soon be forgotten.

Tom Motter is looking perfectly natural. His long sojourn "on the table" seems to agree with him. Ah! Tom, don't get discouraged for your sentence will expire in another year or so.

Albreight, Phillips, Kane and Ridner, constitute the big four at Marshall. The first does all the scheming, the second all the grinning, the third all all the hustling, and the last all the kicking.

For the first time since the presentation was made, Judge I. M. Dean wore his doeskin pants at the meeting. His appearance was majestic, he sized up like a lord in disguise and was the observed of all observers.

The shadow of our corpulent friend, O'Neill, of Brookfield, has not grown less since our last Convention. He has got more circumference than ever and we are in favor of pushing him for alderman at the next election.

J. C. Monroe, master mechanic, and H. G. Fleming, superintendent of the I. and G. N., who are located at Palestine, are exceedingly popular with their employees. They are men who understand just how to deal with those in their employ.

J. C. Hogg, who is well known as one of our pioneer members at Denison, is now proprietor of one of the largest grocery and produce houses in that city. His success is due to his tireless efforts to please his customers. The boys say that his specialties consist of corn meal and bananas, for which he has an immense trade, extending far out in the country.

Digitized by Google

The advice and instructions proffered by Brother J. T. Sullivan, Master, and T. J. Hayes, Secretary of No. 44, to the members at the St. Louis meeting, were valuable to say the least. These brothers speak from long experience and careful observation.

An unusually interesting meeting was held at Denison. In the evening a union meeting between the Engineers and Firemen was held, which was presided over by Engineer T. B. Murphy. The best of feeling prevailed and all hands enjoyed the meeting.

Tom Trailkill has got numerous dusky friends at Taylor, who are ever watchful of his interests. It would be a difficult task to counterfeit Tom in that locality. That was tried not long ago and resulted in a dismal failure. The boys will know better than to try it again.

H. L. Briggs is master in more than one sense of the term. He is a master man and his grasp of the hand to a Brotherhood man is as cordial as his heart is warm. By the way, H. L., how does the "Iron Tonic" hold out—is it still at the head of the list of Texas beverages?

A most interesting time was had at Pine Bluff, Ark. There were visitors present from Lodges 3, 54, 75, 122 and 203. After the secret session a union meeting was held with the engineers. M. Hurley, chief of the Division, and John Yuckley, one of its prominent members, addressed the meeting and their remarks were received with much favor. The two B.'s are in thorough accord there.

In the Northwest.

On June 9th we left for a limited visit among our Northwestern Lodges. We arrived at Milwaukee on the afternoon of the 10th, and were cordially received by Commodore McAuliffe and staff. We were then driven about the city and entertained handsomely. In the evening we held a meeting with Guiding Star Lodge, No 130, which was well attended. We found the members well up with the work and the Lodge in first-class condition. The meeting lasted until about 1:30 A. M., and we were then escorted to the depot where we took the train for North La Crosse. Arriving there we were met by Brother G. E. Hiscox, Secretary of No. 168, who entertained us pleasantly until the hour for the meeting arrived. The meeting with Guard Rail Lodge, No. 168, was a decided success. The Lodge is made up of a body of men who are a credit to our Order, and we can not say too much in their praise. At about 1:30 A. M. we adjourned and took the train for St. Paul, where we arrived Sunday morning, the 12th. Here we were met by Bro. A. E. Carle, Receiver of the Lodge, and were shortly afterward joined by Bro. F. X. Holl, of Minneapolis. We we driven about the city by Bro. Carle and shown all the attractions, including the magnificent suburbs. At 1:30 P. M. the meeting was called to order, and the afternoon was spent in transacting business pertaining to the good of the Order. Master J. A. Scanlan presided, and, if we mistake not, much good was accomplished. Minnehaha Lodge, No. 61, has taken a fresh start. It has fully aroused from its lethargy, and the members are resolved to go to the front and remain there. God speed them in their efforts in that direction. In the evening we left for Minneapolis, where we held a rousing meeting under the auspices of North-western Lodge, No. 82, which was presided over by Bro. Morse, Master of the Lodge. Bro. E. B. Mayo gave a very interesting recitation at the opening of the programme, after which a general debate took place in which all participated. We were much impressed with the ability displayed on the part of the members in attendance. Minneapolis Lodge, No. 270, was largely represented and there were many visiting members present from other Lodges. We left Minneapolis on Monday, the 13th, arriving at Baraboo at midnight. We were met by Bro. S. H. Wood, Master, and escorted directly to the hall where the members were in waiting. The meeting was called to order at 12:15 A. M., (a rather early meeting) and lasted until the "wee sma' hours" of the morning. We were exceedingly well pleased with the attendance and the manner in which the members of Alpha, No. 26, acquitted themselves.

At 11 o'clock A. M. on the 14th, we left Baraboo for Chicago, where we arrived in the evening and attended the meeting of Chicago Lodge, No. 95. The hall was literally packed, all the Chicago Lodges and many others being represented. A most interesting time was had discussing questions of constitutional and ritualistic law, and other subjects of interest to the Order. It was, in all regards, one of the most satisfactory meetings of the entire trip. We regretted our inability to visit more of our Northwestern Lodges, but if those we visited are fair samples of the rest, then our Order in that section is to be congratulated upon its magnificent standing. The Lodges are all in line and in working order, and the members, with but few exceptions, are true to every trust and prompt in responding to every duty.

NOTES.

Con, what do you think of married life by this time?

G. H. Sharick, of 270, was with us at North La Crosse.

Sebastian says 76 is going to be heard from. Good for you, George!

Chicago Lodge No. 95 works nicely with Bro. Johnson in the chair.

Our friend Ludwig still officiates as Dairy Inspector at Minneapolis.

The present Officers of No. 61 are a guarantee that the Lodge will prosper.

The Minneapolis meeting was a success. Bro. F. D. Morse held the gavel.

Bros. Jerry Doherty and L. P. Smith make the chips fly in a joint debate.

Major General McAuliffe, at Milwaukee, has got his men in perfect discipline.

Grand Trustee L. P. Smith was in attendance and took an active part in the meeting.

E. W. Walbaum fills the bill as Receiver of No. 95. He has no superior in that capacity.

W. E. Richmond was there in full uniform. No. 82 never had a more faithful officer.

Bro. M. O'Laughlin, of No 42, attended the Milwaukee meeting and was a welcome guest.

Digitized by Google

Bro. E. B. Mayo is now running into Minneapolis, and has excellent prospects for the future.

Triumphant No. 47 was well represented. Master T. S. Deegan and a large delegation were present.

Many thanks for your courtesies, Bro. Carle! When you come this way we will try to reciprocate.

John H. Walsh was a welcome visitor at 95's meeting. John is one of the oldest veterans on our rolls.

Our visit at North La Crosse was a most agreeable one. All the boys treated us with the utmost kindness.

John E. Davis, Secretary of No. 50, and a number of others of the same Lodge attended the Chicago meeting.

The big six that dined together at the Vendome were all members of the Order. "When shall we six meet again?"

The prospects are that Guard Rail Lodge, No. 168, is destined to become one of our largest Lodges in the Northwest.

Peter F. Fox is a Secretary after our own heart. His records are among the neatest and most accurate we have yet seen.

As sure as Bro. Sharrah ventures into St. Paul, trouble commences, especially if Tom Mea anticipates his coming.

For their very generous hospitalities, Bro. and Mrs. G. E. Hiscox, of North La Crosse, will please accept our sincere thanks.

S. B. Thompson, Master of No. 270, is entitled to great credit for the manner in which he conducts the affairs of his office.

J. J. Brown, Master and Magazine Agent of No. 168, is a tireless worker in the interest of his Lodge and the Order generally.

Did Tom Mea inspect the spring lamb which tickled the palate of Bro. Sharrah, and for which he was assessed $2.00 in advance?

We were pleased to meet Bros. Stinson and Rogers of 68, at Minneapolis. Both are old-time members, and hard workers for the Order.

J. D. Sharrah does good work as Receiver of No. 270. He is filled with the spirit of enthusiasm, and does business up as it should be done.

Thos. and James Dwyer of Milwaukee, represent two as true Brotherhood men as ever lived. We have met them and we know whereof we speak.

We had the pleasure to meet Bro. Kilbain at St. Paul. Bro. K. represented No. 61 at Minneapolis and will be remembered by many of the delegates.

Alpha Lodge No. 26 is among the most flourishing in the Northwest. Her members are all live members, and display a commendable interest in the Order.

J. D. Shewmaker, formerly a Terre Haute boy, is now firing a passenger engine between Minneapolis and St. Paul, and doing well. He is a member of No. 270.

Fox's "cream" is the popular balsam at Milwaukee. It is a sure cure for all the ills that human flesh is heir to, and is especially recommended by Con McAuliffe.

Just as we were leaving St. Paul we had the pleasure of a hearty hand-grasp with Frank Dyer. All our members will be glad to know that Frank is doing well.

We had the pleasure of a ride with Bro. Dexter, of No. 68, from Eau Claire to El Roy. We found Bro. Dexter and Mr. Hunter, his engineer, exceedingly clever gentlemen.

The boys who make up Guiding Star Lodge, No. 130, are as generous as you will find them anywhere. They treated us to all the hospitalities that could have been desired.

The rhetoric of Harry Barnes in his Minneapolis speech, though hardly suited to a Sunday school text book, was very expressive, and his logic was decidedly convincing.

S. H. Wood has done very valuable work for No. 26, and all the boys appreciate him fully. He is now running on the C. & N. W., and is highly respected by all who know him.

Jerry Doherty, L. L. Gay, and a number of other members of Lodge No. 188, helped to swell the attendance at our Chicago meeting. No. 188 is made up of first-class material.

Bro. J. A. Scanlon, who presides over No. 61, although quite a young man, is well experienced and will undoubtedly make a creditable record for himself as well as the Lodge.

S. W. Dixon, who represented No. 26 at Philadelphia, was at the Baraboo meeting and took a lively interest in the proceedings. Bro. Dixon is solid through and through as a Brotherhood man.

On the train from Baraboo to Chicago we had the pleasure of the company of Bro. Jas. Gallagher, of No. 95, who had been up the line to recruit his health. "Jimmie" is well liked by all who know him.

E. W. Rang is a jovial, warm-hearted fellow, who loves a Brotherhood man next to his own family. We visited his home at North La Crosse, and had the pleasure of meeting his good mother, who gave us a most hearty welcome.

The Master Mechanic of the C. & N. W. at Baraboo, Mr. Paige, is a thorough-going gentleman. He treated us with the utmost kindness, and did all in his power to make our visit agreeable, for all of which he has our profound thanks.

An indefatigable worker is Bro. Tom Mea, of No. 82. Tom now enjoys the distinction of being Meat Inspector of Minneapolis, but he has lost none of his interest in the Order. Tom is exceedingly popular, and we predict a bright future for him.

Thos. Cawley, of 168, who embarked in the restaurant business at North La Crosse some time ago, is doing splendidly. His trade is constantly increasing and his prospects are the most encouraging. Give Tom a call when you visit North La Crosse.

From Chicago to Milwaukee we were accompanied by Bro. Fred Winwood, of No. 47. Fred is still located at 1323 State street, and is doing a rushing business in the restaurant line. Fred deserves to succeed, and we note the liberal patronage he is receiving with much satisfaction.

Digitized by Google

We believe we speak the truth when we say that Chicago Lodge No. 95 meets in the finest Lodge room of any Lodge in the Order. Its furnishings and equipments are superior to anything we have yet seen. If you have any doubt on the subject pay No. 95 a visit and be convinced.

Minnehaha Lodge, No. 61, has a most trustworthy and competent Receiver in Bro. A. E. Carle. He fully understands the duties of his office and is carrying them out admirably. We feel assured that there will be no trouble with the finances under Bro. Carle's administration.

Frank X. Holl is a leader of leaders in the Northwest. Day and night he is at work, first at one thing and then at another, in the interest of the Order. If we only had a Holl in every Lodge in the Brotherhood, in six months' time we would accomplish wonders. Frank is a good one.

That old veteran, Geo. W. Sebastian, was with us both at Minneapolis and St. Paul. Barring the mean trick he resorted to to get us left at Minneapolis, we have nothing against him. He is Master of No. 76, measures about six feet two inches in his stockings, weighs about 220, and every inch and every ounce is for the Brotherhood.

When you visit North La Crosse, don't fail to call on Bro. G. E. Hiscox, Secretary of Guard Rail Lodge, No. 168. About this little man there is not a particle of sham. He is wrapped up in our cause body and soul, and it does us good to meet him and grasp him by the hand. In the words of the poet "his name and true manhood are just the same."

E. B. Mayo delivered an address at the Minneapolis meeting which was well worth the thoughtful consideration of all who heard it. He spoke at considerable length, and took in a large scope of Brotherhood topics, all of which were treated in a masterly manner. The hearty applause that greeted his utterances indicated how well he represented the sentiments of the meeting.

It was our good fortune to meet Harry Barnes, the noted equestrian, at Minneapolis. As Harry is a native Terre Hautean, we recounted many reminiscences of the past. Harry's interest in the Brotherhood seems to be growing stronger every day—he knows nothing else and talks nothing else. Head and heart he is for the Brotherhood, and if ever it should turn backward, it surely will not be the fault of Harry Barnes.

Amusements.

READING, PA.

As will be seen by the following report clipped from an exchange, the first annual ball of Mt. Penn Lodge, No. 317, was a most gratifying success:

The first grand ball of Mt. Penn Lodge, No. 317, Brotherhood of Locomotive Firemen, at Mænnerchor hall last evening, was in every sense a success. The grand march was led by master of ceremonies Edward A. Noonan and wife. Previous to the opening of the ball, Mayor Kenney, in behalf of the lady friends of the Brotherhood, presented them with a finely finished banner, on one side of which are the words: "Protection, Charity, Sobriety, Industry;" and on the other: "Presented to Mt. Penn Lodge by Lady Friends." The banner was received for the Order by Mr. W. P. Bellemere. Visitors were present from Philadelphia, Columbia, Lancaster, Allentown, Easton, Pottsville and Lebanon. The Germania orchestra furnished the music.

For the Magazine.

THE PENITENT.

The Saviour in the temple taught
The way salvation must be wrought;
His list'ners hung upon each word—
Such wisdom ne'er before was heard.

He told them to cease all strife
And strive to gain eternal life;
He told them that the Lord on high
And He were one eternally.

He is the Father, I the son,
Though Two, yet still We are but One.
And while He taught a tumult loud
Approached the temple, and a crowd

Of godless Scribes and Pharisees—
Whited sepulchres all were these.
They walked along with measured pace,
A Scripture text each forehead graced.

For they are wont to make much show
Of holiness where'er they go;
Purblind with pride, self-sanctified,
Another's failings they'd deride.

In their false zeal for virtue's cause
Had found one that transgressed the laws,
And, like their kind of modern times,
Would punish quick that other's crime.

The sinner that they bore along,
Though frail, was beautiful and young,
And though her sin she did repent,
Naught reck'd they as they onward went.

Like vultures hov'ring o'er their prey,
They forced that girl along the way;
Then, nearing where our Lord had sate,
With look quite stern and full of hate,

Their victim viewed, and did proclaim
They'd caught her in her act of shame—
Not that they loved fair virtue bright,
But deeds of blood were their delight.

Like Druid priests, unmoved, their eyes
Could gloat on human sacrifice—
If aught can give hell's monarch ease
It's a fresh draft of Pharisees.

Those hypocrites did then appeal
To Christ with great apparent zeal,
If by God's laws they could stone
That girl, so friendless and so lone.

The fright'n'd victim hung her head
In shame, despondency and dread;
Compunction pierced her very soul,
And God forgave her deed so foul.

Yet what cared they, those men of strife,
They only sought their victim's life,
They all stood by with bated breath
To hear their victim doom'd to death.

Again to Christ they did appeal,
Again displayed their fiery zeal;
The Saviour spoke, in solemn tone:
"He without fault cast the first stone."

The oldest wretch then slunk aside,
And sought his guilty face to hide;
His brethren, all, with one accord,
Then left the presence of our Lord.

Thus oft it haps, that, when within
Our souls polluted are with sin,
That inward monitor's appeal
Will pierce us like a blade of steel.

Christ, turning where the penitent,
In true contrition, humbly knelt,
Said to her, in a tone quite mild
As father might say to his child:

"Woman, where are thy accusers gone?
Is there none here?" "No, Lord, not one."
"Although thy crime I do deplore,
Yet go thy way and sin no more."

—*Edward Splaine.*

Digitized by Google

Reception to Our Grand Master.

On his late visit to De Soto, Mo., Grand Master Sargent was tendered a formal reception by the members of Pride of the West Lodge No. 6. The engineers, members of the B. of L. E., also participated and a most delightful time was had. Bro. Sargent is very lavish in his praise of the members of No. 6, and he also speaks highly of the engineers and railroad men in other departments of the service he met at De Soto. A correspondent, signing himself "One Who Was There," contributes the following account of the reception to the *Jefferson Watchman*, which we copy with pleasure:

"Among the many Orders of which our city boasts, one is fast taking a position and obtaining a recognition that must be a source of pride to them, and a benefit to the working class that it represents. That Order is the Brotherhood of Locomotive Firemen represented in De Soto, by Pride of the West Lodge, No. 6. Since the organization of this Order, none, who have watched its workings as it has spread over the different railway systems of the country, could fail to note that wherever the Brotherhood flourished, there was found an improvement among the locomotive firemen in all that goes to make men more respected. Pride in themselves, pride in their service, pride in the faithful execution of the duties and trusts confided to them by their employers, and "with it all and as strong," a more considerate, kindly, brotherly feeling toward one another. Not alone has the upbuilding and firm principles of sobriety, benevolence and industry, on which the Order is founded, tended toward these results, but also the wise management and vigilant care of its officers, of whom F. P. Sargent, their Grand Master, ranks at the head. Tuesday, of last week, Pride of the West Lodge had the pleasure and honor of meeting with Mr. Sargent, and also of entertaining him in a manner worthy of themselves and creditable to the spirit of our city. Grand Master Sargent is making a tour of the Southwest system, to visit Lodges organized, for the purpose of cultivating a more intimate and personal acquaintance with their members, and to give such instruction and advice as belongs alone to the office he holds. He arrived here from Little Rock, and was met by a delegation of P. of W. Lodge and escorted to the Commercial Hotel. In the evening a secret meeting of the Lodge was held, which was attended by Grand Master Sargent, at which the instructions and advice which it is his duty as head of the Order to impart, was given. In the afternoon a joint session of the Lodges of engineers and firemen was held as has become the custom with the two Orders wherever practicable; their mutual desire being that as in the performance of their duties they are dependent each upon the other for complete success. They wish to bring the two Orders into the closest relations and mutual help. The afternoon joint session was addressed by Grand Master Sargent, Chief Engineer Lou Kelley, J. F. Joyce, and other members of the two organizations. In the evening Pride of the West Lodge took charge, and assumed the position of Master of ceremonies. All not members of their Lodge were guests, and as such were made to keep their place, and no interference was permitted. Fortunately the guests were in the main submissive and patient—only one among the engineers and one among the firemen betraying any impatience. The guests were railroad men, except a limited number of citizens who had been invited.

They met at Odd Fellows hall at 8:30, where, J. F. Joyce, P. C. E., was called to the chair chair, and introduced Grand Master Sargent, who gave an address full of sound advice. Engineers Donahue, Duffy, and Joyce, and Brakeman Lynch, Yard Master Balou and others made short addresses. But the most joyously received was the speech made by fireman Lanham, who, in a few and impressive words that were deeply felt by all—especially the two impatient ones—invited all to a banquet, given in honor of their Grand Master at the Commercial Hotel. Before leaving the hall Engineer Joyce presented Grand Master Sargent a handsome bouquet, who responded in a happy vein. The floral gift was from our florist, J. W. Butcher. At the banquet mirth and jollity reigned, and mein host Meyer received many compliments for his excellent spread. Toasts were drunk and responses made, and among the many toasts that might be quoted was one by P. C. E. Joyce, who in response to a call, being moved with the poetic spirit of a true Hibernian, gave the following:

Here's to our Brotherhood; long may they stand,
To help and protect all true men of our band;
Here's to host Meyer, his help and his wife,
Who have prepared this fine feast to sustain us in life.
May all of life's blessings be ours till we die,
And the fountain we're drinking from never go dry.

"The we sma' hour" still found the feast progressing, and the visit of Grand Master Sargent will be an event to be remembered by the fortunate ones present; and Pride of the West Lodge, No. 6, of Locomotive Firemen, of De Soto not soon forgotten by their Grand Master and all their guests."

THE GRIEFS WE BEAR.

[Respectfully dedicated to my friend A. G. Ramsey, Barnsville, Minn.]

The Grants once builded in Paterson,
An engine made of brass, wood and iron,
For wherewith, they straightaway sold her,
To the great, only, and extensive Manitoba:
Which company did with pardonable pride
Affectionately name her, the engineer's bride.

They sent her up north for Gowenlock to run,
He ran her to death and back again
And a hundred laps to spare;
He broke her all up, and broke her all down,
And left her at Barnesville the crows for to scare.

Then Ramsey said to Stocks
"She's a trifle loose 'tis true,
But you bet your bottom dollar, I'll surely find a crew."
He came direct to Jerry and gravely quoth he thus:
"I'll give you and Jack a chance to kill that scrap for us."

And now comes the yarn I wish to relate
Of the ride me and Springer had on the 148.
We ran her one trip, and pulled Bro. Branch.
We left Barnesville with nary 'er load.
How we fumed and we fretted, such questions don't ask,
To get that tub to St. Cloud.

Loose on her frame, valves, packing and whistle,
Loose in the sand box, stack, lever and throttle,
I've read of loose characters time and again,
But she was the loosest by far—
All of her driving boxes lined up with tin
And the boiler-head covered with tar.

She would burn anything, coal, wood or lime,
Possibly a dog or two, if the train is late,
But the only thing there is, to bring her in on time
Is forty-leven buckets of the Oskaloosa slate.

Mr. Reed has called her in
To stripe her up with red,
But he little dreamed of us
Or how nearly we were dead.
She knocked us off the seat,
She threw us on the deck,
She wore blisters on my feet
And broke old Jerry's back.

We were going up the hill, and the Grant commenced to leak,
We were going into Ashby, just forty miles a week
Sitting on the coal gate, Springer, Shock and I
Watching the steam gauge to see if that scrap would die,—and she did.

Dejectedly yours. *E. B. Mayo.*

Digitized by Google

Union Picnic at Iowa City.

The Union Picnic held at Iowa City by Division No. 159, B. of L. E., and Hawkeye Lodge No. 27, B. of L. F., was a most gratifying success in every particular. A most elaborate report of the affair appears in the local papers, which lack of space prevents us from reproducing. Good fellowship prevailed, and a most enjoyable time was had. His Honor, Mayor Holmes, delivered an address of welcome, and extended the freedom of the city to the visitors. Mr. Angus Sinclair, the well-known author and writer, responded in behalf of the Brotherhood of Locomotive Engineers, and Master W. C. Byers, of Hawkeye Lodge No. 27, responded as follows in behalf of the Brotherhood of Locomotive Firemen:

"In behalf of the B. of L. F., I tender to you, Mr. Mayor, and the ladies and gentlemen of Iowa City, the thanks of Hawkeye Lodge No. 27 and their families for the honor you have bestowed upon us this day by your presence here with us, and for the grand reception you have given us. We thank you one and all who have so kindly taken part in making the necessary arrangements for this unexpected reception we have had the pleasure to receive at your hands to-day, and I will state to you that words fail to express the gratitude we owe you this day. I assure you that this will be a day long to be remembered, and the best wishes of the B. of L. F. and their families will always in the future be for the good people of Iowa City. I would extend to the people of this city an invitation to visit at some future time, at your best convenience, the city of Cedar Rapids, and I assure you that the B. of L. F., and their families, and their 'best girls,' will not be the least, and not the last, to extend you a hearty welcome to our homes and our city. Perhaps some of you may be inquiring what good is this firemen's order, and what are they organized for? I will tell you when they first organized and what they have been doing since, so that you may know whom you are so grandly entertaining in your city to-day. First, I will tell you that we are not anarchists, and we have no love or respect for the red flag. We respect but one flag, and that is the flag of our country, the glorious stars and stripes. The B. of L. F. was organized for mutual benefit and protection to its members, December 1st, 1873, in the city of Port Jervis. Nine members met together in a small room and laid the foundation of this organization, and from the efforts of those nine noble men the B. of L. F. has grown until to-day its Lodges number 358, and its membership extends from the Atlantic to the Pacific coast, and from the British possessions in the north to the City of Mexico on the south, with a membership of nearly 20,000, and every member carrying insurance of $1,500 for the benefit of his wife, if he has one, or for the benefit of his father or mother, or in case one of our members becomes disabled so that he cannot perform manual labor, we then pay him the $1,500. Last year this Order paid out of its beneficiary funds to the widows and orphans or parents of deceased members the sum of $150,000. Our sick will be cared for and our dead must be decently buried. Well, some of you may say, this is very good so far, but you quit work and you go out on strikes. Oh, no; we don't believe in strikes. We believe that strikes are detrimental to both employer and employe, and we believe that the only right, just and honorable way to settle any and all differences which may arise between employer and employe, is by just arbitration. Again, Mr. Mayor, allow me to thank you and the good people of Iowa City for courtesies shown us this day, and may you all, citizens of Iowa City, be blessed with health, wealth and prosperity."

We regret to learn of the resignation of Mr. Wm. Kerrigan, so long General Superintendent of the Missouri Pacific system. Mr. Kerrigan enjoyed the confidence and regard of his employes, and they will regret to see him sever his connection with the road. We hope Mr. Kerrigan may meet with the success he deserves in whatever field of usefulness he may engage.

For the Magazine:

THE BELL OF JUSTICE.

In Italian city olden, fairest of the sunny clime,
Where pillared temples, heavenward point containing art sublime,
There is a legend noble, of bell with mission rare,
That hung in tower majestic, overlooking public square.
T'was called "The Bell of Justice," placed there by king's mandate,
For those to ring who grievance had and summons magistrate;
And when within its cavernous depths the tongue of iron rolled,
O'er broad domain and hamlet, in tones sonorous tolled,
Then prince and peasant plainly knew a brother suffered wrong,
And justice soon was meted out alike to weak and strong.

The lower end of the bell rope decayed as the years went by,
A vine was tied to lengthen it, to wait the sufferer's cry.
One day its peals vibrated in grand palazzo halls
Disturbed the magnate's revels, echoed mid monastic walls
Cling, clang! cling, clang! it clamored, and fast the people ran
Unto the spot, grim magistrate undaunted in the van;
And lo! in tower before them greeting all with mouruful whine
Was a poor horse, weak and trembling, madly tugging at the vine.
Worn out, old, abandoned; hunger's gnawing pangs to quell
In trying to eat the substance green—rang the Justice Bell.

The cruel owner quickly into the square was brought,
And as the horse had rung the bell, surely justice sought.
So t'was by magistrate decreed, the master must provide
Good food and proper shelter until the day it died.
The multitude by loud huzzas did concurrence attest,
A feeling of humanity glowed in each swarthy breast.
And now when twilight sweetly falls; all nature hushed in peace,
The busy marts deserted, and toilers labor cease,
In cool grove and piazza, fond fathers love to tell
Their dark-eyed little children the legend of the bell.

TORONTO, ONT. —[*John Tierney, Jr.*

The Locomotive Firemen Remembered.

Exchange.

At a recent meeting of the *Brotherhood of Locomotive Firemen*, of this place, the lady friends of that Order presented the members with a valuable and beautiful Bible. It has come to our knowledge that Mrs. F. J. May and Mrs. Wm. Oswald were the promoters in the good work, which was warmly seconded by the other ladies interested in the undertaking. Upon the occasion of the presentation, the ladies surprised the Order at the hall and requested admission to the same. Upon being passed within, they formally presented to the Order a beautiful and expensive Bible.

Mr. Wm. Oswald in behalf of the ladies making the presentation address. The Order responded to the same through F. J. May, who expressed the appreciation in which the present would be held. The Bible was purchased at an expense of $12, the following ladies contributing fifty cents each: Mrs. E. Oswald, Mrs. F. J. May, Mrs. S. Conner, Mrs. A. M. Stoker, Mrs L. Driscoll, Mrs. M. C. McCormick, Mrs. J. McLoud, Mrs. M. Barber, Mrs. E. Grattan, Mrs. W. Hanrahan, Mrs. B. Phillips, Mrs. F. Fisk, Mrs. H. P. Trowbridge, Mrs. M. Brown, Mrs W. B. Trowbridge, Mrs. R. Sliker, Mrs. J. Conley, Mrs. E. Edinger, Mrs. J. W. Wells, Mrs. C. Conrad, Mrs. E. Shannon, Mrs. E. Dobson, Mrs. O. Tuthill, Miss M. Delhanty and Miss J. Bound.

Digitized by Google

Resolutions.

FITCHBURG, MASS., May 22, 1887.

At a regular meeting of W. A. Foster Lodge No. 216, B. of L. F., held May 22d, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our beloved brother, Frank S. Watkins, showing to us the uncertainty of life and the certainty of death, therefore be it

Resolved, That by the death of Brother Watkins we have lost a brother, and one who was in every way worthy of our regard and esteem.

Resolved, That we offer to the relatives of our dead brother our sincerest sympathy, and while we can not assauge their sorrow we trust that they may be able to bear it with resolution and fortitude

Resolved, That our Charter be draped for the space of thirty days as a token of esteem for our deceased brother.

Resolved, That a copy of these resolutions, with the seal of the Lodge attached, be presented to the relatives of our deceased brother, and that they be published in the Fitchburg, Athol and Bellows Falls papers and also in the *Magazine* of the Brotherhood of Locomotive Firemen, and that the same be spread upon the minutes of our meeting.

G. W. ALDEN,
M. A. DOLE,
C. C. WOODWORTH,
} *Committee.*

LITTLE ROCK, ARK., May 2, 1887.

At a regular meeting of Rose City Lodge, No. 45, B. of L. F., held this day, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from among us our worthy Brother, Joseph Coleman, who died at his home in Helena, Ark., on the 3d day of April, 1887, therefore be it

Resolved, That in the death of Brother Coleman this Lodge mourns the loss of a brother who was ever ready to proffer the right hand of fellowship and the voice of sympathy to the needy and distressed of the Fraternity, a friend and companion who was dear to us all, a citizen whose noble and upright life was a standard of emulation to his fellow men.

Resolved, That the heartfelt sympathy of this Lodge is hereby tendered to the relatives of our deceased brother in this their hour of trial and affliction.

Resolved, That these resolutions be entered on the records of this Lodge, and that a copy be sent to the relatives of our deceased Brother; also that a copy be sent to the *Magazine* for publication.

Resolved, That our Charter be draped in mourning for a period of thirty days as a token of respect for our deceased Brother.

EDWARD FITZGERALD,
CHAS. F. HILL, JR.,
JOHN M. FINLEY,
} *Committee.*

READING, PA., June 1, 1887.

The following preamble and resolutions were unanimously adopted at a meeting of Mt. Penn Lodge B. of L. F., held at their hall May 1, 1887:

WHEREAS, Our committee having reported the courtesy with which they were received by President Corbin and the officials of the P. & R. Railroad Company, in requesting free transportation for us as members of the B. of L. F., and their favorable consideration of the same, entitles them to our hearty fealty and appreciation; therefore be it.

Resolved, That we, the members of Mt. Penn Lodge No. 317, B. of L. F., composed of Engineers and Firemen, extend to them, the officials of the P. & R. Railroad Company, our thanks, and pledge them our unqualified support, and promise to do all in our power to further the interests of the Company in the exercise of carefulness and economy in the prompt discharge of our duties.

Resolved, That our Secretary be authorized to present President Corbin and the different officials with a copy of these resolutions, and that a copy be published in our *Magazine*.

E. NOONAN, *President.*
WM. A. GORDON, *Secretary.*

BUFFALO, N. Y., MAY 31, 1887.

At a regular meeting of Buffalo Lodge No. 12, B. of L. F., held May 17th, the following sentiments of bereavement were expressed in behalf of our late Brother, Paddy Burns, who was killed at Dunkirk, N. Y., while in the discharge of his duty:

WHEREAS, God in His infinite wisdom has seen fit to remove from our midst by death our worthy Brother, P. Burns, therefore be it

Resolved, That by the death of Brother Burns we have lost a worthy member of our Order, and his wife a true and loving husband.

Resolved, That we extend to Mrs. Burns our sympathy in this her hour of trouble and affliction.

Resolved, That our Charter be draped in mourning for a space of thirty days, as a token of respect for our late Brother.

Resolved, That these resolutions be placed on the records of this Lodge, that a copy be sent to the wife of our deceased brother, and that a copy be sent to the *Magazine* for publication.

SAML J. ASKE,
F. H. COE,
D. L. TAIT,
} *Committee.*

CEDAR RAPIDS, IOWA, May 26, 1887.

At a joint meeting of the B. of L. E. and B. of L. F., held at Cedar Rapids, the following resolutions were adopted:

We, the B. of L. E. and B. of L. F., do hereby resolve that we extend our vote of thanks to the officers of the Burlington, Cedar Rapids & Northern railway for courtesies extended us in furnishing special train for excursion to Iowa City. Also, to R. W. Bushnell, Master Mechanic, for the interest taken in the decoration of engine 101 for the occasion.

Resolved, That we extend our vote of thanks to the Mayor and citizens of Iowa City. Also, to J. B. Lindsley, agent of the Burlington, Cedar Rapids & Northern company at Iowa City, for the active part he took in making arrangements for reception and enjoyment while there.

Resolved, That we extend our vote of thanks to the Ladies' Aid Society of the M. E. Church of Iowa City for the active part they took in furnishing us with refreshments. Also, to Rev. Father Emmons, for the bell chimes and inspection of church.

Resolved, That we also extend our vote of thanks to the officers of the Historical hall and State University of Iowa City.

Resolved, That we extend a vote of thanks to J. H. Maggard for the escort of his traction engine from the depot to the city park; also, to H. Vaughn, engineer, W. T. McGonigal, fireman, P. A. Murphy, trainmaster, as conductor, and E. Crisman, brakeman, for the favors extended to us.

SAM CAMERON,
E. L. DAY,
J. W. PICKERING,
B. of L. E.
F. MCARDLE,
A. H. MCKENZIE,
SID. BYERS,
B. of L. F.
} *Committee.*

Letters of Thanks.

CHICAGO, ILL., June 14, 1887,

To the Officers and Members of the B. of L. F.:

DEAR SIRS AND BROTHERS:—It is with feelings of sincere gratitude that I wish to acknowledge the receipt of a draft for $1,500, due me on my disability claim. I wish, also, to tender to the members of No. 186 my warmest thanks for their kindness since I have been injured. With the most earnest wishes for the continued success of our beloved Order, I remain yours fraternally, S. D. MCQUINN.

CENTRALIA, ILL., June 15, 1887.

To the Brotherhood of Locomotive Firemen, Burnside Lodge, No. 282:

DEAR SIRS.—I have received the sum of fifteen hundred dollars, the amount due me on the policy held by my husband, W. H. Kern. Please accept my thanks for all your kindness during our great trial. May heaven ever bless the Brotherhood is the wish of MRS. ANNIE KERN.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

AUGUST, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1887.

Grand Dues Notice.

1887-88. $1.50

To Subordinate Lodges:

DEAR SIRS AND BROTHERS: You are hereby notified that the amount of One Dollar and Fifty cents ($1.50) for Grand Dues for the year ending July 31, 1888, is now due and must be paid on or before August 1, 1887. Any member failing or refusing to make payment of his Grand Dues as above required, will stand suspended from all the benefits of the Order until he has paid up and been reinstated by a vote of his Lodge, as provided in Section 53, (Page 45) of the Constitution. Collectors and Receivers are required to have the Grand Dues of their respective Lodges forwarded to the Grand Lodge on or before August 10, as provided in Section 52, (Page 44) of the Constitution.

NOTE—*The above notice should have appeared in the July issue of the Magazine, but was overlooked in the closing up of the Grand Lodge Department. Sufficient notices were therefore printed and forwarded to the Collector of each Lodge for distribution among the members.*

Yours fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., August 1, 1887.

Assessment Notice for August.

ASSESSMENT NO. 9.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 75. J. T. Clendening, of High Line Lodge, No. 256, died from the effects of a Gunshot Wound, May 3d, 1887.

CLAIM No. 76. J. T. Burton, of Dominion Lodge, No, 67, died of Typhoid Fever, June 4th, 1887.

CLAIM No. 77. H. E. Kilpatrick, of A. G. Porter Lodge, No. 141, suffered the Amputation of his Leg, June 21st, 1887.

CLAIM No. 78. Robert Martin, of W. F. Hynes Lodge, No. 48, was declared totally disabled with Hip Joint Disease, June 22d, 1887.

CLAIM No. 79. Ira Houston, of Border Lodge, No. 32, suffered the Amputation of his Hand, June 23d, 1887.

CLAIM No. 80. Frank Smock, of Mahoning Lodge, No. 199, was declared totally disabled with Consumption, July 10th, 1887.

CLAIM No. 81. J. H. McClees, of Enterprise Lodge, No. 75, was declared totally disabled with Chronic Cystitis, July 12th, 1887.

CLAIM No. 82. C. Habey, of Overland Lodge, No. 123, was declared totaly disabled with Paralysis, July 18th, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 82, and all members who were admitted on or before July 18th, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before August 25th, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the mouth ending June 30, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 6.	Assessm't No. 7.	TOTAL.	Lodge Nos.	Back Assessm'ts	Assessm't No. 6.	Assessm't No. 7.	TOTAL.
1	. .	$64	. .	$64 00	54	5	80	. .	85 00
2	5	25	. .	30 00	55	1	29	. .	30 00
3	21	178	. .	199 00	56	8	14	. .	22 00
4	3	96	. .	99 00	57	26	234	. .	260 00
5	. .	84	. .	84 00	58	6	12	. .	18 00
6	. .	51	. .	51 00	59	2	69	. .	71 00
7	. .	. .	. .	. . . .	60	3	72	. .	75 00
8	6	37	. .	43 00	61	25	72	. .	97 00
9	125	75	. .	200 00	62	. .	58	. .	58 00
10	14	77	. .	91 00	63	52	41	. .	93 00
11	7	120	. .	127 00	64	6	12	. .	13 00
12	32	228	. .	260 00	65	2	62	. .	64 00
13	2	98	. .	100 00	66	11	55	. .	66 00
14	5	143	. .	148 00	67	2	101	. .	103 00
15	1	58	. .	55 00	68	18	54	. .	72 00
16	1	125	. .	126 00	69	1	38	. .	39 00
17	. .	11	. .	11 00	70	. .	30	. .	30 00
18	4	56	. .	60 00	71	. .	63	. .	63 00
19	1	37	. .	38 00	72	7	118	. .	125 00
20	4	32	. .	36 00	73	. .	66	. .	76 00
21	.	30	. .	30 00	74	36	25	. .	61 00
22	6	21	. .	27 00	75	18	158	. .	176 00
23	2	33	. .	35 00	76	93	28	. .	121 00
24	. .	48	. .	48 00	77	. .	98	. .	98 00
25	. .	65	. .	65 00	78	11	66	. .	77 00
26	11	64	. .	75 00	79	5	46	. .	51 00
27	8	74	. .	82 00	80	1	87	. .	88 00
28	1	71	. .	72 00	81	97	. .	. .	97 00
29	. .	36	. .	36 00	82	7	78	. .	85 00
30	26	25	. .	51 00	83	. .	60	. .	60 00
31	17	54	. .	71 00	84	1	71	. .	72 00
32	. .	25	. .	25 00	85	2	39	. .	41 00
33	. .	55	. .	55 00	86	1	60	. .	61 00
34	2	59	. .	61 00	87	1	26	. .	27 00
35	. .	26	. .	36 00	88	2	45	. .	47 00
36	1	60	. .	61 00	89	60	. .	. .	60 00
37	. .	44	. .	44 00	90	12	10	. .	22 00
38	. .	64	. .	64 00	91	8	31	. .	39 00
39	5	41	. .	46 00	92	. .	18	. .	18 00
40	.	77	. .	77 00	93	4	69	. .	73 00
41	. .	23	. .	23 00	94	. .	40	. .	50 00
42	. .	35	. .	35 00	95	. .	100	. .	100 00
43	. .	83	. .	83 00	96	. .	. .	. .	. . . .
44	10	65	. .	75 00	97	13	48	. .	61 00
45	4	75	. .	79 00	98	1	25	. .	26 00
46	16	49	. .	65 00	99	3	67	. .	70 60
47	3	97	. .	100 00	100	13	35	. .	48 00
48	. .	67	. .	67 00	101	7	131	. .	138 00
49	2	39	. .	41 00	102	10	32	. .	42 00
50	136	99	. .	235 00	103	9	95	. .	104 00
51	9	53	. .	62 00	104	. .	26	. .	26 00
52	1	94	. .	95 00	105	. .	99	. .	99 00
53	1	27	. .	28 00	106	. .	27	. .	27 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm't's	Assessm't No. 6.	Assessm't No. 7.	TOTAL.
107	$3	$82	. .	$85 00
108	1	23	. .	24 00
109	1	65	. .	66 00
110	1	25	. .	26 00
111	. .	48	. .	48 00
112	. .	46	. .	46 00
113	4	28	. .	32 00
114	1	22	. .	23 00
115	1	31	. .	32 00
116	1	45	. .	46 00
117	. .	48	. .	48 00
118	. .	26	. .	26 00
119	1	29	. .	30 00
120	5	76	. .	81 00
121	. .	58	. .	58 00
122	1	53	. .	54 00
123	18	74	. .	87 00
124	6	22	. .	28 00
125	15	34	. .	49 00
126	1	21	. .	22 00
127	3	72	. .	75 00
128	. .	26	. .	26 00
129	1	59	. .	60 00
130	. .	82	. .	82 00
131	3	25	. .	28 00
132	2	39	. .	41 00
133	1	28	. .	29 00
134	. .	27	. .	27 00
135	16	42	. .	58 00
136	. .	18	. .	18 00
137	. .	26	. .	26 00
138	. .	35	. .	35 00
139	2	21	. .	23 00
140	6	55	. .	61 00
141	. .	116	. .	116 00
142	21	74	. .	95 00
143	. .	. .	. .	. . . .
144	5	21	. .	26 00
145	1	26	. .	27 00
146	16	42	. .	58 00
147	3	25	. .	28 00
148	10	29	. .	39 00
149	9	183	. .	192 00
150	5	41	. .	46 00
151	. .	52	. .	52 00
152	4	13	. .	17 00
153	4	38	. .	42 00
154	4	51	. .	55 00
155	15	15	. .	30 00
156	50	45	. .	95 00
157	2	22	. .	24 00
158	4	56	. .	60 00
159	43	. .	. .	43 00
160	. .	40	. .	40 00
161	8	52	. .	60 00
162	1	83	. .	84 00
163	2	31	. .	33 00
164	1	38	. .	39 00
165	1	34	. .	35 00
166	. .	. .	. .	. . . .
167	. .	32	. .	32 00
168	7	37	. .	44 00
169	. .	105	. .	105 00
170	. .	40	. .	40 00
171	. .	19	. .	19 00
172	52	. .	. .	52 00
173	2	38	. .	40 00
174	5	103	. .	108 00
175	7	37	. .	44 00
176	. .	14	. .	14 00
177	3	52	. .	55 00
178	3	53	. .	56 00
179	2	50	. .	52 00
180	2	8	. .	10 00
181	. .	20	. .	20 00
182	. .	31	. .	31 00
183	1	29	. .	30 00
184	3	19	. .	22 00
185	1	15	. .	16 00
186	71	63	. .	134 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm't's	Assessm't No. 6.	Assessm't No. 7.	TOTAL.
187	$12	$11	. .	$23 00
188	. .	67	. .	67 00
189	4	27	. .	31 00
190	14	19	. .	33 00
191	. .	27	. .	27 00
192	4	16	. .	20 00
193	. .	24	. .	24 00
194	1	34	. .	35 00
195	15	35	. .	49 00
196	22	14	. .	36 00
197	1	37	. .	38 00
198	4	19	. .	23 00
199	. .	30	. .	30 00
200	2	13	. .	15 00
201	. .	29	. .	29 00
202	3	51	. .	54 00
203	21	40	. .	61 00
204	. .	9	. .	9 00
205	. .	64	. .	64 00
206	. .	. .	. .	. . . .
207	1	63	. .	64 00
208	1	33	. .	34 00
209	. .	18	. .	18 00
210	. .	32	. .	32 00
211	1	57	. .	58 00
212	3	24	. .	27 00
213	6	25	. .	31 00
214	. .	29	. .	29 00
215	. .	47	. .	47 00
216	9	67	. .	76 00
217	1	17	. .	18 00
218	. .	15	. .	15 00
219	5	47	. .	52 00
220	. .	48	. .	48 00
221	1	36	. .	37 00
222	5	32	. .	37 00
223	. .	18	. .	18 00
224	2	26	. .	28 00
225	3	22	. .	25 00
226	. .	28	. .	28 00
227	1	21	. .	22 00
228	4	102	. .	106 00
229	. .	32	. .	32 00
230	. .	64	. .	64 00
231	5	59	. .	64 00
232	. .	26	. .	26 00
233	. .	19	. .	19 00
234	20	19	. .	39 00
235	. .	. .	. .	. . . .
236	2	19	. .	21 00
237	8	45	. .	53 00
238	. .	. .	. .	. . . .
239	. .	. .	. .	. . . .
240	2	74	. .	76 00
241	. .	21	. .	21 00
242	3	54	. .	57 00
243	. .	16	. .	16 00
244	6	70	. .	76 00
245	2	18	. .	20 00
246	1	26	. .	27 00
247	. .	26	. .	26 00
248	. .	27	. .	27 00
249	. .	21	. .	21 00
250	4	67	. .	71 00
251	. .	35	. .	35 00
252	. .	86	. .	86 00
253	. .	33	. .	33 00
254	5	30	. .	35 00
255	46	16	. .	62 00
256	1	31	. .	32 00
257	2	22	. .	24 00
258	. .	20	. .	20 00
259	. .	20	. .	20 00
260	1	20	. .	21 00
261	2	29	. .	31 00
262	. .	23	. .	23 00
263	. .	30	. .	30 00
264	. .	31	. .	31 00
265	. .	51	. .	51 00
266	. .	41	. .	41 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm't's	Assessm't No. 6.	Assessm't No. 7.	TOTAL.
267	$2	$25	. .	$27 00
268	20	17	. .	37 00
269	4	37	. .	41 00
270	. .	55	. .	55 00
271	. .	28	. .	28 00
272	. .	29	. .	29 00
273	1	41	. .	42 00
274	. .	15	. .	15 00
275	12	24	. .	36 00
276	17	4	. .	21 00
277	20	10	. .	30 00
278	7	. .	. .	7 00
279	8	9	. .	17 00
280	. .	35	. .	35 00
281	. .	. .	. .	. . . .
282	5	22	. .	27 00
283	3	35	. .	38 00
284	2	79	. .	81 00
285	7	31	. .	38 00
286	3	81	. .	84 00
287	. .	82	. .	82 00
288	. .	17	. .	17 00
289	. .	13	. .	13 00
290	12	27	. .	39 00
291	. .	53	. .	53 00
292	. .	20	. .	20 00
293	5	58	. .	54 00
294	14	16	. .	30 00
295	1	25	. .	26 00
296	34	. .	. .	31 00
297	1	12	. .	13 00
298	4	17	. .	21 00
299	3	32	. .	35 00
300	. .	40	. .	40 00
301	. .	22	. .	22 00
302	9	18	. .	27 00
303	1	11	. .	12 00
304	. .	22	. .	22 00
305	22	22	. .	44 00
306	. .	26	. .	26 00
307	1	48	. .	49 00
308	17	. .	. .	17 00
309	. .	. .	. .	. . . .
310	. .	23	. .	23 00
311	. .	18	. .	18 00
312	. .	$22	. .	$22 00
313	. .	29	. .	29 00
314	4	11	. .	15 00
315	. .	30	. .	30 00
316	2	35	. .	37 00
317	2	45	. .	47 00
318	13	14	. .	27 00
319	. .	. .	. .	. . . .
320	. .	. .	. .	. . . .
321	2	15	. .	17 00
322	1	33	. .	34 00
323	1	33	. .	34 00
324	19	20	. .	39 00
325	3	20	. .	23 00
326	. .	28	. .	28 00
327	1	. .	13	14 00
328	. .	25	. .	25 00
329	. .	17	. .	17 00
330	1	20	. .	21 00
331	. .	22	. .	22 00
332	. .	. .	. .	. . . .
333	2	62	. .	64 00
334	. .	13	. .	13 00
335	. .	22	. .	22 00
336	. .	9	. .	9 00
337	30	31	. .	61 00
338	. .	17	. .	17 00
339	. .	13	. .	13 00
340	5	13	. .	18 00
341	. .	10	. .	10 00
342	9	9	. .	18 00
343	15	15	. .	30 00
344	. .	13	. .	13 00
345	. .	6	. .	6 00
346	. .	12	. .	12 00
347	. .	9	. .	9 00
348	. .	13	. .	13 00
349	. .	41	. .	41 00
350	2	11	. .	13 00
351	. .	10	. .	10 00
352	. .	15	. .	15 00
353	. .	. .	. .	7 00
354	. .	21	. .	21 00
355	. .	11	. .	11 00
356	. .	. .	. .	. . . .

Balance on hand June 1st $18,535 00
Received during month 16,437 00

Total $34,972 00
By Claims 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73 and 74 . . . . . $18,000 00

Balance on hand July 1st $16,972 00

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN . . . . . Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 788, Fort Dodge, Iowa.

C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.

L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ills

Digitized by Google

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.
W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.
J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa
F. X. HOLL . . . 806 22d ave S., Minneapolis, Minn
W H. MCDONNELL . 210 E. Market St., Scranton, Pa

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets every Sunday at 2 P. M.
G. E. Carmer . . . . . Master
J. E. Cook, Box 215 . . . . . Secretary
R. Whited . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I. . Collector
J. W. Williams, 8 Smith St . . . . . Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
R. K. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Master
R. H. Roden, 72 Erie St . . . . . Secretary
R. K. Thornhill, 3 Alexander Row, St. Paul Ave . . . . . Collector
George Auchter, 205 Third St . . . . . Receiver
George Auchter, 205 Third St . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets 1st and 3d Sunday at 53 Temple St., Second floor, B. of L. E. Hall.
G. L. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 37 Winter st . . . . . Secretary
W. H. Jordon, 93 India St . . . . . Collector
F. A. Huff, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.
Meets every Tuesday at 8 P. M. in Arcadia Block.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 1313 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
T. L. Hoyt, Box 784 . . . . . Receiver
A. N. Darragh, Box 598 . . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy . . . . . Master
F. J. Parker . . . . . Secretary
R. H. Lanham . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 18½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
Wm. C. Jasper, 429 Missouri Ave., N. W, Secretary
Charles W. Fenton, 215 10th St., S. W . Collector
Edward B. Hunt, 84 Maryland Ave., Baltimore, Md . . . . . Reciever
J. E. Johnson 627 Virginia Ave., S.W., Mag. Agent

8. RED RIVER; Denison City, Texas.
Meets in King's Hall, Woodard St., 1st and 3d Saturdays at 2 P. M., and 2d and 4th Saturdays at 8 P. M.
Oliver Cox . . . . . Master
W. C. Parsons, L. Box 318 . . . . . Secretary
J. Crofton, L. Box 318 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.
Meets alternate Mondays and Tuesdays.
James Kennedy, 246½ N. High St . . . . Master
C. C. Colt, 204 Baird St . . . . . Secretary
J. D. Coffey, 129 N. 20th St. . . . . Collector
F. J. Kistler. 212. 214 South High St . . Receiver
F F Ellis, 108 W. Maple St . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
T. F. Ayers . . . . . Master
C. W. Vannatta, L. Box 96 . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Platt, Shimers, Warren Co. N. J. . Mag. Agent

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. F. Hayes, 368 Seneca St . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
S. J. Aske, 386 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory st . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
Cor. Maple St., and Pacific Ave.
W. W. Snyder, Box 333 Somerville, N.J . . Master
Mellick Shick, 141 Pacific Ave . . . . Secretary
Peter C. Quick . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . . Receiver
Wm. Lewis, 162 Whiton St . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . . Collector
Wm. Hugo, 45 Ruckle St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind., Mag Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 126 Congregation St., . . Mag. Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 617 N. 5th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th st . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
George Johnson, Lock Box 73 . . . . . Master
Frank P. Anders, Box 73 . . . . . Secretary
Frank P. Anders, Box 73 . . . . . Collector
W. Flanders, Box 73 . . . . . Receiver
John Keppert, Box 73 . . . . . Magazine Agent

Digitized by Google

18. WEST END; Slater, Mo.
Meets 1st and 3d Saturdays at 7:30 P. M.
Wm. H. Swan . . . . . Master
C. S. Frazier . . . . . Secretary
E. A. Jones . . . . . Collector
Geo. W. Michel . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P M.
H. M. Johnson, ... Master
W. B. Taney . . . . . Secretary
J. W. Hinman . . . . . Collector
Alexander Arthur Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meetsevery Monday at 7:15 P. M.
G. Morse, Box 400 . . . . . Master
G. C. Wells, Box 117 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
Wm. Von Harten, 412 . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., 1601 Broadway, cor. Carroll St.
A. Williams, 1409 Papin St . . . . . Master
Eli Giclas, 932 Hickory St . . . . . Secretatry
Harry Graham, 219 Russel Ave . . . . . Collector
W. A. Murphy, 944 Chouteau Ave . . . . Receiver
Eli Giclas, 932 Hickory St . . . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 . . . . . Master
F. A. Bonner . . . . . Secretary
C. W. Patterson . . . . . Collector
L. Sullivan, Box 367 . . . . . Receiver
C. W. Patterson . . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
T. H. Williams, Box 37 . . . . . Secretary
J. S. Ott . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
J. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell Box, 144 . . . . . Master
F. E. Green . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
J. W. Terrell, Box 822 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith, ... Master
P. J. Ashton . . . . . Secretary
James Rogers . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 . . . . . Master
F. A. Snyder . . . . . Secretary
J. Watson, Box 1376 . . . . . Collector
A. Brown, Box 1057 . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M.
W. C. Byers, 332 G Ave. W . . . . . Master
J. F. Collins, 95 Fifth ave . . . . . Secretary
W. H. Coffey, 436 Ave A west . . . . . Collector
C. B. Everette. 46 A avenue . . . . . Reciever
S. D. Byers, 252 Third St. W . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
S. J. Crockett, Box 212 . . . . . Master
P. H. Sullivan, Box 373 . . . . . Secretary
J. R. McWilliams . . . . . Collector
C. W. Baskins . . . . . Receiver
W. H. Coleman, Box 525 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month.
P. A. Loveland, Box 688 . . . . . Master
J. H. Fulton, Box 706 . . . . . Secretary
A. H. Tucker, Box 125 . . . . . Collector
C. O. Burkhart, Box 147 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller, care J. C. R. R. shops . . . . Master
E. T. Gregory, 514 Saxon St . . . . . Secretary
E. T. Grogory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
T. E. Jordan, East Atchison, Mo . . . . . Master
C. H. Salisbury, 103 N. Liberty St . . . Secretary
H. S. Clark, 1324 Commercial St . . . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial St. Magazine Agent

32. BORDER; Ellis, Kansas.
Meets every Tuesday evening at 7:30 in I. O. O. F. Hall.
J. W. Hardesty, Box 234 . . . . . Master
J. S. Buehre, Box 24 . . . . . Secretary
A. M. Petrie . . . . . Collector
G. M. McClure, Box 205 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

33. SUCCESS; Trenton, Mo.
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder . . . . . Master
R. N. Sugg, Box 250 . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2 P. M. in Engineer's Hall, Fourth St.
R. Primrose, 323 Ninth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 881 . Collector
Geo. P. Smith, 410 Eighth ave . . . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 889 . . . . . Secretary
Albert Walker, Box 585 . . . . . Collector
J. J. Orchard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meet every Sunday at 2 P.M. cor. 4th and Ferry sts
C. Ernst, 182 Union St . . . . . Master
W. J. Weply, L. & E. W. Shops . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . . Collector
F. Korty, 20 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets 1st and 3d Sundays at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

Digitized by Google

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays of every month, at 2 o'clock P. M.
S. J. McKowen, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
Meets1st Monday after 2d Sunday at 7:30 P. M. and 4th Sunday at 2 P. M.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., every Tuesday, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
John Larkin, 603 N. Allin St . . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
O. A. Doskey . . . . . Master
W. F. Cunningham, L. Box 215 . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
J. Parish, Clymer St . . . . . Secretary
John Harrington, 520 W. Main St . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave . . Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 10th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, KC,St.Joe&CBR House, Mag. Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jacksonian Hall on Missouri and Main sts.
J.T. Sullivan, Box 417 . . . . . Master
T. J. Hayes, Box 375 . . . . . Secretary
John U. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets in Inapaw Hall every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St . . . . . Master
Ed Chamberlain, Box 174 Argenta, Ark.,Secretary
Thos. A. Howell, 1704 W. 3d St . . . . . Collector
Joshua Pursuer, 1709 West Second st . . Receiver
W. N. Horton, 1704 W. Third st . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engine Hall. 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . . Master
A. D. Hensley, 911 E. Reservoir st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
W. Maisenbacher, 1228 E. Capitol ave, Mag. Agent

47. TRIUMPHANT; Chicago, Ill.
Meets at 210 LaSalle st., the 1st Sunday at 2:30 P. M. and 3d Saturday at 7:30 P. M.
Thos. S. Deegan, 287 E 22d St . . . . . Master
Louis Zunkel, 109 Johnson St . . . . . Secretary
Harry Schilling, 3247 Dearborn st . . . Collector
E. J. McGuirk, 3 E Washington st . . . Receiver
S. S. Edgerle, 4140 Cottage ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.
Meets 1st Saturday at 7:30 P. M. and 3d Sunday at 3 P. M. in G. A. R. Hall.
Walker Baugh, 725 Lincoln ave . . . . . Master
W. A. McMillan, 407 Elm st . . . . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets every Sunday at 3 P. M.
C. E. Walker, 1421 E. Eldorado St . . . . Master
E. Higgins, 1261 E. Eldorado St . . . . Secretary
Wm. H. Slater, 637 E. North st . . . . . Collector
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, P. F. C. round house, 55th st . . . . . Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 43d and School Sts . . . Receiver
R. B. Bailey, 5028 State St . . . Magazine Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
J. A. Hart . . . . . Master
Michael Gaffney . . . . . Secretary
George Salesman . . . . . Collector
G. E. Dilliard, Box 264 . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets alternate Sundays at 2 P. M., alternate Mondays at 7:30 P. M. Cor. Spear and 12th Sts.
Al. Swadner, L. Box 626 . . . . . Master
F. P. Jackson, L. Box 626 . . . . . Secretary
John T. Hendricks, L. Box 626 . . . . Collector
E. H. Laing, L. Box 626 . . . . . Receiver
F. M. Wilt, L. Box 626 . . . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh . . . . . Master
A. E. Pearce, L. box 840 . . . . . Secretary
Lewis Yengst . . . . . Collector
Jno. Gallagher, Box 1172 . . . . . Receiver
Chas. F. Thompson . . . . . Magazine Agent

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Supples Bros. Hall.
W. P. Carlisle, Box 802 . . . . . Master
S. A. Briggs, L. Box 284 . . . . . Secretary
James Scully . . . . . Collector
R. A. Blades . . . . . Receiver
J. S. Hannah, Box 1574 . . . . . Magazine Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. Sellers, L. & N. Shops . . . . . Master
J. Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, L. & N. Shops . . . . . Collector
Laurence Fox, L. & N. Shops . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
J. J. Smith . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
W. E. Baldwin, L. Box 400 . . . . . Receiver
D. L. Collier . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall. 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 7 Davis st . . . . . Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
B. H. Estabrook . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
H. E. Magner . . . . . Master
M. N. Lines . . . . . Secretary
G. Gleyne, Box 533 . . . . . Collector
C. S. Walker . . . . . Receiver
R. S. McAlpin . . . . . Magazine Agent

Digitized by Google

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Frank L. McGill, 2132 Thouran St . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
B. F. Pettit, 1836 Marshall st . . . . . Receiver
B. F. Pettit, 1836 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Lordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . . Collector
A. E. Carle, 174 Acker st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets 2d and 4th Sundays in Odd Fellows' Hall, Cor. Church and Rafferty Sts., at 2:30 P. M.
David Wilson . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Vermillion Co., Ill . . . . . Master
Stuart Smith, Box 772 . . . . . Secretary
E. E. Partlow, Box 927 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
B. Manion . . . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
W. D. Grimes . . . . . Collector
Jas. Debar, Box 354 . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets on the 2d and 4th Sundays of each month at 2:30 P. M.
John Logue, Box 10 . . . . . Master
P. J. Rooney . . . . . Secretary
W. J. Logue, Box 10 . . . . . Collector
John Logue . . . . . Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in Occident Hall 1st and 3d Sundays in each month at 2:30 P. M.
J. Addie, 358 King St. W., ... Master
S. Vaughan, 73 Huron St. . . . . Secretary
J. Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 73 Huron St . . . . . Receiver
Geo. E. Crowhurst, 152 Farley Avenue . . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Grant Fredericks . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . . Secretary
J. B. Hurley, Box 141, Altoona, Wis . . Collector
C. H. Dexter, Box 43 . . . . . Receiver
Fred Rogers, 763 Jessie St. . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
W. H. Parsley . . . . . Master
John M. Phillips . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
J. J. Beehler . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, Box 411 . . . . . Master
J. H. Stout, Box 411 . . . . . Secretary
G. A. Miller, Box 411 . . . . . Collector
Chas. Seeber, Box 411 . . . . . Receiver
E. Vallimant, Box 411 . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meets 2d and 4th Sundays at 2 P. M.
C. C. Bunker, Box 672 . . . . . Master
J. E. Ryan, Box 637 . . . . . Secretary
R. W. Mills . . . . . Collector
P. Stillwell . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
S. M. Kern, 430 So 3d st . . . . . Secretary
Garret M. Western, 565 Bridge St . . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays.
J. Crawford, 9 Salem St . . . . . Master
C. W. Cudworth, 43 Cutter St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
G. F. Newton, 6 Riley St . . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St . . . . . Master
R. H. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City . Collector
Ide Worthington, Argentine, Kan., Wyandotte Co . . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 614 N 33d St . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3621 Aspen St . . . . . Collector
Howard Williams, 4210 Westminster Ave, Receiver
W. H. Guthrie, 676 N. 34th St . . Magazine Agent

76. NEW ERA; Breckenridge, Minn.
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian . . . . . Master
John C. Nolan, L. Box 235 . . . . . Secretary
John O'Loughlin, Box 221 . . . . . Collector
W. C. Hall . . . . . Receiver
Fred Whitbred, Box 84 . . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St . . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2609 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meet 1st and 3d Saturdays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
M. Maroney, 510 E. Saline St . . . . . Master
S. M. Morrow, 318 Engineer St . . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. U. Wiley, 255 E. Saline St . . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays at 2 o'clock P. M.
N. E. Pember . . . . . Master
F. Shields . . . . . Secretary
John Hyndman . . . . . Collector
J. M. Truitt . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over No. 8 Broadway, every 2d Sunday.
W. B. Miller, 110 Main St . . . . . Master
D. C. Wood, 237 Clark St . . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
G. Goding, 428 Benton St . . . . . Receiver
Geo. Slate, 253 Benton St . . . . Magazine Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. J. Bain, Box 1856 . . . . . Master
Geo. Watts, Box 1045 . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
W. J. Bain, Box 1856 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . . Magazine Agent

Digitized by Google

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
F. L. Morse, 1207 Adams St., N. E. . . . . Master
W. E. Richmond, 820 N. Girard Ave . . Secretary
O. R. Craig, 1112 Western Ave . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett. 1112 Western Ave . . Mag. Agent

83. TRINITY; Fort Worth, Texas.
Meets every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . . . Master
M. E. Finnegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
M. E. Finnegan L. Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
Geo. Kelley, 254 Marshall St . . . . . Master
D. Coughlin, 56 E. Hall St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . . Collector
Thos. Taylor, 38 Irving St . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
J. H. McCallum, L. Box 662 . . . . . Master
R. Roggeveen, L. Box 1026 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
A. Bassett, L. Box 1796 . . . . . Receiver
J. T. Wantland, L. Box 1653 . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
F. E. Roflee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 . . . . . Master
Henry Bodine . . . . . Secretary
J. O'Donnell, ... Collector
Joseph Bowman . . . . . Receiver
Jake Thinnes . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
J. R. Linebarger . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
Chas. Hanmer, Box B . . . . . Collector
C. H. Olliver . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; National City, Cal.
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, San Diego . . . . . Master
J. M. Dodge, San Diego . . . . . Secretary
C. K. Stewart, San Diego . . . . . Collector
R. V. Dodge, San Diego . . . . . Receiver
E. Ware Boyd, National City, Cal . . Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
John Hewitt, 1848 Howard St . . . . . Master
Jas. Melody, 15th and Potrero Ave . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
. . . . . Receiver
Thos. D. Maunire, 2738 16th St . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
Fred. Scherer, 1227 Fulton St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
John Morgan, 1218 Reid St . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 . . . . . Master
J. J. Lucey, L. Box 295 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
Wm. Patterson, L. Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 224 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, and 1st Wednesday evening after 2d Sunday.
Joseph Quinn, Box 239 . . . . . Master
W. S. Hamilton, Box 266 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
Wm. King . . . . . Receiver
Isaac Cable, Box 695 . . . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. B. Moser, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
C. E. Hammond, Box 72 . . . . . Collector
Geo. C. Morton, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 28 First Ave . . . . . Master
August Luttringer, 201 West Ave . . . Secretary
Clarence Desacia, 32 Woodbury St . . Collector
Geo. Kingsley, 22 Upton Park . . . . Receiver
Clarence Desacia, 32 Woodbury St . . Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
W. H. Hawkins . . . . . Secretary
W. Alsup . . . . . Collector
R. E. Hockersmith . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
Thomas H. Miller . . . . . Master
J. H. Murphy . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
C. C. Sutherland . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
H. S. Hammer . . . . . Master
W. L. Carns, 849 Thirteenth St . . . . . Secretary
John Loveless, 1203 Fillmore St. . . . . Collector
F. S. Payne, 415 S. E. 7th St . . . . . Receiver
C. M. Krull, 618 E. Locust St., Des Moines, Iowa . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Harry Blume, 1000 Tenth St . . . . . Master
J. J. Lawson, 1108 12th St . . . . . Secretary
Jas. O'Mally, 978 Magazine St . . . . Collector
J. J. Lawson, 1108 12th St . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

Digitized by Google

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. E. Doran, Box 76 . . . . . Master
H. G. Chrisinger, Box 76 . . . . . Secretary
J. A. Frazier . . . . . Collector
M. J. Connelly, Box 3 . . . . . Receiver
Chas. Heimberger . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 130 E. Main St . . Secretary
J. L. Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
U. G. Westfall, 423 S. Academy St., Magazine Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays over Master Mechanic's Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McRay, 181 High St . . . . . Collector
John P. Sandry, 162 High St . . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets every Thursday evening in B. of L. E. Hall, West Main St.
M. Dean . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
E. W. Armor, Box 701 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
Ed. W. Armor, Box 701 . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt, Box 17 . . . . . Master
William Gordon, Box 20 . . . . . Secretary
G. W. Laport . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. W. Stein . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2846 Mullamphy St . . . . . Master
W. M. White, 944 Chouteau Ave . . . . Secretary
O. L. Dearing, 1603 Washington ave . . Collector
J. L. Pate, 3034 Rutger St . . . . . Receiver
J. L. Pate, 3034 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 285 . . . . . Master
Zeno Kirk . . . . . Collector
Chas. F. Pillard, L. Box 236 . . . . . Receiver
L. R. Castner . . . . . Magazine Agent

111. BEACON; Mattoon, Ill.
Meet 1st and 3d Sundays at 7:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Allerdice, Montana.
Meets every Saturday at 2:00 P. M. in School House.
W. J. Ingling, Allerdice, Spring Hill . . . Master
W. J. Ingling, Allerdice, Spring Hill . . Secretary
Thomas Moore, Pocatello, Idaho . . . . Collector
John Gorman . . . . . Receiver
E. G. Leaf, Ogden, Utah, ... Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 . . . . . Master
James N. Boggs . . . . . Secretary
W. S. McGuire, Box 408 . . . . . Collector
Jas. McLaughlin . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in each month.
H. L. Briggs, 564 E. Church St . . . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . . Secretary
Jas. Tarpey, N. E. Cor. 33d and M-and-a-half Sts . . . . . Collector
Wm. Powell. Cor. 39th and Broadway . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays of each month in Engineer's Hall, at 2:30 P. M.
M. D. Anderson . . . . . Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
J. L. Gray . . . . . Collector
E. G. Hubbard . . . . . Receiver
W. Brown . . . . . Magazine Agent

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 146 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets every Wednesday evening at 7:30. in Firemen's Rooms, opposite Skating Rink.
S. G. House . . . . . Master
J. A. Pearson, ... Secretary
G. A. Pearson . . . . . Collector.
J. Damant . . . . . Receiver
W. H. Perkins . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
G. Findlay, Hadlow Cove, S. Quebec . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
L. D. Poulin, I. C. Ry. Station . . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
W. B. Chusch, 4 Grace St . . . . . Secretary
J. H. Shannon, 101 Southwest St . . . . Collector
L. G. Rousson, 58 Gertrude St . . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
J. L. Krebs . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
N. Hiltner, L. Box 49 . . . . . Collector
Jerry W. Flickwir, Box 71 . . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
L. H. Winslow, 315 N. 14th St . . . . . Master
F. W. Perkins, 1606 Chicago St . . . . Secretary
William Cummings, 1306 South 12th St, Collector
Albert Cole, 1618 Jackson St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

Digitized by Google

124. PILOT; Perry, Iowa.
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
D. Jackson, Box 71 . . . . . Collector
W. B. Howe, Box 153 . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speer . . . . . Master
F. G. Stewart, Box 1712 . . . . . Secretary
H. C. Boggie, 604 East Linn St . . . . . Collector
Miles Kelleher . . . . . Receiver
J. V. Long, 307 South 1st St . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month.
P. F. McNamera . . . . . Master
August Olson . . . . . Secretary
C. O. Cornforth . . . . . Collector
August Olson . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St . . . . . Master
Joseph Barnes, 212 Ross St . . . . . Secretary
A. H. Burnham, C. P. R. Shops . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets 1st and 3d Sundays of each month.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meet 2d and 4th Sundays in each month, at 2 P.M.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 601 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

80. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, 560 Pierce street . . . . . Master
P. F. Fox, 293 Pierce St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St, Collector
Thomas Dwyer, 304 VanBuren St . . . Receiver
Frank E. Search, 436 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
F. Zimmer . . . . . Collector
W. S. Collins . . . . . Receiver
G. W. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
J. H. Howell, ... Master
M. T. Murphy, Box 100 . . . . . Secretary
N. H. Mitchell, Box 243 . . . . . Collector
W. J. Coleman, Box 7 . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
James Bruce, Box 10 . . . . . Master
W. G. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
H. Trewick . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets 1st and 3d Sundays and 2d and 4th Mondays.
H. E. Rodgers . . . . . Master
H. E. Cowan . . . . . Secretary
H. E. Rogers . . . . . Collector
E. W. Gibson . . . . . Receiver
L. Lapine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets 1st and 3d Tuesday at 7 P. M.
C. McArthur, L. Box 184 . . . . . Master
Wm. Hart, L. Box 184 . . . . . Secretary
H. H. Hauser, L. Box 184 . . . . . Collector
W. B. Sisson, L. Box 184 . . . . . Receiver
F. Fitch, L. Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
L. A. Pratt, Box 166 . . . . . Master
G. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 79 . . . . . Collector
L. McIntosh, Box 166 . . . . . Receiver
J. Jefferies, Midland P O., Ont., Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. Deford . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
John Guhin, Box 1597 . . . . . Collector
W. G. Powell . . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets every Sunday at 2 P. M.
H. E. Treadwell, Box 194 . . . . . Master
F. A. McBride, Box 194 . . . . . Secretary
L. J. Whyers, Box 194 . . . . . Collector
G. W. Carter, Box 194 . . . . . Receiver
F. H. Whyers, Box 194 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chinn, L. Box 599 . . . . . Master
J. L. West, Box 39 . . . . . Secretary
P. H. Ryan, L. Box 599 . . . . . Collector
C. C. Warman, L. Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets at 62 and 64 Calhoun St.
C. M. Lewis, 94 Dawson St . . . . . Master
H. L. Westerman, 20 W. Lewis St . . . Secretary
H. L. Bradley, 233 E. Lewis St . . . . . Collector
A. J. Kohler, 84 Allen St . . . . . Receiver
M. H. Durnell, 20 Duryea St . . Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rapparlie, cor Collinwood Ave and Vance St . . . . . Master
L. H. Heeman, 130 Segur Ave . . . . . Secretary
W. H. Buntin, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . . Master
J. W. Littlejohn, Berkley. Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, West Oakland P. O. . . . . Reciever
R. H. Potts, 1793 Seventh St. . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C.R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agen

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
John Sullivan, 1110 Ave. D . . . . . Master
Robt. Nicholson, 5 Eighth St . . . . . Secretary
Harry Jamison, 818 ave D . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 W. Commerce St., Mag. Agent

Digitized by Google

146. BAYOU CITY; Houston, Texas.
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
L. McAuliff, 37 Houston Ave . . . . . Master
D. H. Moody, 50 Liberty St. . . . . Secretary
T. Bettis, S. P. Railwailway . . . . . Collector
M. D. Homan, 45 Hardey St. . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 3:30 P. M.
J. M. Russ . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way, Box 1342 . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. Donahue, 311 W. 55th St . . . . . Secretary
S. Loasby, 2428 8th Ave . . . . . Collector
W. Wilson, 341 W. 58th St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217 . . . . . Master
Joseph H. Bice, L. Box 320 . . . . . Secretary
Fred Fletcher . . . . . Collector
Herbert Ryerey . . . . . Receiver
Chas. Zryd . . . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3dSundays at 2:30 P. M.
Wm. Broughton, 18 Inchbury St. So . . . Master
John McCall, 17 Crook St . . . . . Secretary
J. D. Mills, 98 Strachan St. E . . . . . Collector
James Rhynd, St. Mary's Lane . . . . Receiver
Wm. Broughton, 18 Inchburry St. So
Magazine Agent

152. DUNLAP; Wells, Minn.
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 . . . . . Master
L. H. Truesdell, Box 53 . . . . . Secretary
J. Harriman . . . . . Collector
W. A. Searles . . . . . Receiver
A. Martin . . . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets 1st and 3d Sundays, in Odd Fellows Hall, Scott ave.
J. Haggort . . . . . Master
W. Lampton . . . . . Secretary
W. Fuchs . . . . . Collector
G. K. Bates, Box 310 . . . . . Receiver
D. W. Dungan . . . . . Magazine Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
J. L. Stewart . . . . . Master
W. L. Miller, Box 432 . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
G. L. Northrup . . . . . Receiver
Ed Wall, Box 927 . . . . . Magazine Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 . . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
W. E. Scott . . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
W. E. Scott . . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets every Saturday at 7:30 P. M. at Engineers' Hall, Cor. Main and John St.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe, Box 256 . . . . . Secretary
M. P. Gibson, Box 256 . . . . . Collector
T. H. Motter, Box 12 . . . . . Receiver
P. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets every Sunday at 2 P. M. in B. of L. F. Hall, North Broadway.
Sigle McFarland . . . . . Master
H. P. Matthews . . . . . Secretary
F. A. Mills . . . . . Collector
John Malin, Jr . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Fred Broughton, 432 Mullett St . . . . . Master
J. Nopper, 217 Crogan st., ... Secretary
E. Heidenrich, 124 Hastings St . . . . Collector
J. Nopper, 217 Crogan St, ... Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.
Meets at Simmons Hall, cor. Summer and Union sts.
J. R. Dwyer, N. C. & St. L. Round House . Master
E. P. Bishop, 69 S. Union St . . . . . Secretary
M. O. Tindall . . . . . Collector
F. G. Harrison, 55 Stevens Ave . . . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays of each month, cor. Third and Main sts.
W. J. Torrance, 413 William St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . Collector
John K. Taylor, 614 Upper 9th st . . . . Receiver
Jerry Burke, 606 S. 8th st., TerreHaute, Mag. Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
W. H. Wilder, 1217 Madison st. . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
J. F. Melcher, Sweaney ave . . . . . Collector
J. D. Hawksworth, 2003 Madison St. . . Receiver
P. Murphy, C. B. & Q. R. R. . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meets 1st Sunday of each month at 2 o'clock P. M. and every Wednesday at 7:30 P. M. in T. L. Peers' Hall, Main st
C. E. Wear, 703 Union st . . . . . Master
W. D. Campbell, 143 Devision St . . . . Secretary
D. F Wagner, 208 Fourth st . . . . . Collector
P. A. Hamilton, 819 Harrison st . . . . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
Henry Peele . . . . . Master
D. B. Rathfon . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon . . . . . Receiver
Henry Peelle . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 120 . . . . . Master
W. H. Weber, Box 324 . . . . . Secretary
E. E. Teal . . . . . Collector
J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Monday at 7 P. M.
R. Ames . . . . . Master
G. W. Adams . . . . . Secretary
Edward McClure . . . . . Collector
A. J. Broughton . . . . . Receiver
Ed McClure . . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets 2d and 3d Tuesdays at 7:30 P. M. and 2d and 4th Sundays at 2:00 P. M. in Engine Hall.
W. S. Cox . . . . . Master
Clint Butler, Box 651 . . . . . Secretary
F. A. Rosenbauer . . . . . Collecter
C. C. Robertson, Box 844 . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets every Monday at 7 P. M.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
Geo. A. Ferguson . . . . . Collector
Jno. Belat . . . . . Receiver
Geo. A. Ferguson . . . . . Magazine Agent

Digitized by Google

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
G. E. Hiscox, 713 Caledonia St . . . . . Secretary
Frank Krause, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter . . . . . Master
W. N. Keily, 17 Oak St . . . . . Secretary
H. S. Hynes, Box 1051 . . . . . Collector
A. H. Spencer, Box 1025 . . . . . Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
J. Marn, Box 619 . . . . . Master
L. L. Neibling, Box 781 . . . . . Secretary
B. E. O'Neil . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 463 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets 2d Saturday of each month.
Fred Geddes . . . . . Master
D. W. Duncan . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
J. G. Armstrong, Richmond Lodge . . . Master
J. G. Armstrong, Richmond Lodge . . Secretary
J. Smith, 39 Eccles st . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
H. Heide . . . . . Master
Chas. McCauley . . . . . Secretary
F. F. Friant . . . . . Collector
M. J. Fitzgerald . . . . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 508 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . Receiver
William H. Morne. 1703 N. 7th st. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets every Wednesday at 7:30 P. M. in Crane's Hall.
F. M. Howard, Box C . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday at 7 P. M.
W. Kane, Box 184 . . . . . Master
Geo. M. Lovett, Box 184 . . . . . Secretary
H. M. Worthington, Box 184 . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 184 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets Monday evenings over Deseret National Bank, cor. Main and 1st South sts. at 7:30.
J. C. Dunton, Box 586 . . . . . Master
Ed. Shinn, 448 W. 3d South st . . . . . Secretary
Geo. M. Edwards, 234 3d West st . . . . Collector
Peter T. Tibbs, 146 S. 3d West St. . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
Jas. Robinson, 730 N. 10th St . . . . . Master
J. E. Gardner, Corner 9th and U St . . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
L. Ream, L. Box 709 . . . . . Receiver
O. M. Freese, 13 st., bet. V and W, Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
M. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
William Gregg . . . . . Master
David J. Nicoll . . . . . Secretary
Alex. Hobson . . . . . Collector
Jas. Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
Thos. F. Judge, 18 Hickory st . . . . . Master
Geo. W. Welsh, 414 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
C. R. Bosworth, Box 157 . . . . . Receiver
S. A. Holman, Box 82 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M.
P. A. Branson, Box 808 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M. in Shafer's Hall.
Sam Welch, Box 311 . . . . . Master
N. A. Cooke, 264 Knower st . . . . . Secretary
J. B. Groves . . . . . Collector
J. H. Kuhns, Box 311 . . . . . Receiver
N. A. Cooke, 264 Knower St, Toledo, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3034 State St., 1st and 3d Sundays of each month.
Geo. A. Updegraff, 3211 Hanover st . . . Master
Wm. H. Smith, 4228 Wentworth Ave . Secretary
Henry Patton, 3230 Hanover st . . . . . Collector
Wm. Stack, 2828 Shields ave . . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays of each month.
Louis H. Linn . . . . . Master
Harry Douglass . . . . . Secretary
Harry Douglass . . . . . Collector
C. L. Pugh . . . . . Receiver
J. R. Romans . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
J. K. Doherty, 156 Northwestern Ave. . . Master
E. P. Tobias, 27 N. Oakley Ave . . . . . Secretary
Plato Denny, 101 care A, Fulton st . . . Collector
H. Price, 1019 A Fulton St . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey . . . . . Master
R. H. Thompson, ... Secretary
Jerry Wood, Box 352 . . . . . Collector
Robert Parks, ... Receiver
J F. O'Conner, Box 449 . . . . . Magazine Agent

Digitized by Google

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . . Collector
D. C. Lewis . . . . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Box 90 . . . . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meets 2d and 4th Sundays at 2 P. M.
D. J. Byrnes, Box 287, East Portland, Oregon . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
T. P. O'Rourke, L. Box 34 . . . . . Master
C. H. Marsh, Box 45 . . . . . Secretary
H. W. Smith . . . . . Collector
Charles Ireland, Box 34 . . . . . Reciever
J. J Dowling, Heron Montana . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets every Sunday, at 2 P. M. in K. of L. Hall.
M. D. Hill . . . . . Master
James E. Redmond . . . . . Secretary
John R. Williams, ... Collector
Geo. W. Rowley, Jr. . . . . Receiver
Peter Layng . . . . . Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 1st and 3d Friday of each month.
J. J. Murphy, Box 330 . . . . . Master
S. W. Burdick, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
P. J. Donovan . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Ira Hurless, Box 79 . . . . . Collector
Clarence Latham, Box 446 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sundays.
T. H. Sheppard . . . . . Master
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop, Box 765 . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
J. B. Mawby . . . . . Collector
Chas. Stanfield, 308 North Watt St. . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
Dave McBee . . . . . Master
A. Stockdale, Box 210 . . . . . Secretary
M. K. Curry, Box 210 . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry, Box 210 . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
W. R. Ruffin . . . . . Master
D. W. Shea . . . . . Secretary
C. W. Steelman . . . . . Collector
J. D. Bledsoe . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday and 3d Monday in each month.
M. H. Pursell, Box 1231 . . . . . Master
Albert Maunsell, Box 1231 . . . . . Secretary
Albert Maunsell, Box 1231 . . . . . Collector
Frank Willis, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
W. F. Moughler, Box 244 . . . . . Master
Thomas Cunningham, Box 70 . . . . . Secretary
H. Bradford . . . . . Collector
L. E. Parker, Box 265 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 228 Kline St . . . . . Master
W. L. Johnson, 209 Adams St. . . . . Secretary
Andy Verlin, 91 Jefferson St . . . . . Collector
J. R. Mussellman, 710 Locust St . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Thompkins, 511 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
. . . . . Collector
M. D. Adams . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesday of each month.
T. S. Taylor . . . . . Master
W. B. Delo . . . . . Secretary
F. A. Work . . . . . Collector
F. A. Law . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets alternate Tuesdays and Saturdays in Doan's Block, Main Street, at 8 P. M.
Charles A. Allen . . . . . Master
J. J. Lannan, Box 131 . . . . . Secretary
A. Jordan, Box 632 . . . . . Collector
A. Dunlap, Box 237 . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
Thos. Dorcal . . . . . Master
L. Lortie . . . . . Secretary
W. R. Combs . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays of each mouth.
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Weeks, Box 497 . . . . . Secretary
John W. Vrooman, Box 497 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vrooman Box 497 . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays of each month in in Bragg's Hall, Cor. Berwick and Iron Sts.
Jesse S. Smith, 972 Wilkes Barre, St . . . Master
Stephen F. Milheim, 436 Center St . . Secretary
Jas. R. Morris, 440 Berwick St . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

Digitized by Google

212. EMPIRE; Watertown, N. Y.
Meets 2d and 4th Sundays at 1 P. M.
C. T. West, 55 Prospect St . . . . . Master
T. H. Lynch, 101 Factory St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 101 Factory St . . . . . Receiver
T. H. Lynch, 101 Factory St . . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block . .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
Ed Davis . . . . . Receiver
J. H. Hiler, 1731 Maryland Ave . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays in every month in Lehman's Hall, 75 Linden Ave.
Geo. L. Wilson, 1423 Maryland Ave . . . . Master
J. N. Jones, 1731 Maryland Ave . . . . Secretary
B. E. Wilhelm, 319 Callows Grove . . . Collector
J. W. D. Bowen, 315 E. Biddle St . . . . Receiver
J. H. Hiler, 1731, Maryland Ave..Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets 2d and 4th Sunday in every month at 358 Broadway.
I. J. Waufle, 148 East St., Greenbush, N. Y . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 54 Pine St . . . . . Collector
F. P. Brooksby, 59 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 54 Pine St . . . . Magaziue Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 3 P. M.
Harry A. Stearns, F. R. R. Engine House, Charleston, Mass . . . . . Master
C. E. Proctor, 35½ Blossom St . . . . . Secretary
H. W. Cushong, Day St . . . . . Collector
Henry L. Cass, 26 South St . . . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets every other Sunday in K. P. Hall.
W. K. Larr, Box 242 . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
Meet 1st and 3d Sundays at 1:30 P. M., in Belle Heath Academy.
J. L. Weller . . . . . Master
C. W. Lord, Lovely Mount, Montgomery Co. . . . . Secretary
A. B. Hollman, Lovely Mount, Montgomery Co . . . . . Collector
E. J. Yingling, Lovely Mount, Montgomery Co . . . . . Receiver
Alex. Powell, Lovely Mount, Montgomery Co. . . . . Mag. Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
Richard Beeson, 271 Franklin St . . . . . Master
W. A. Walker, 215 Bidwell St . . . . . Secretary
Chas. A. Snyder, Alliance, O . . . . . Collector
John T. Sweeney, 189 Adams st . . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Harvey Buck . . . . . Master
Engene R. Bright . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
Wm. Adams . . . . . Master
H. J. Carruthers, L. Box 60 . . . . . Secretary
J. Gray . . . . . Collector
Ed Everett, Box A . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. H., Child's block, 1st and 3d Sundays at 2 P. M.
G. W. Gardner, Box 738 . . . . . Master
O. G. Anderson, Box 316 . . . . . Secretary
Frank B. Rugg . . . . . Collector
G. W. Gardner, Box 738 . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursday in every month at 7:30 P. M.
C. W. Harris, 47 Drake St . . . . . Master
John Cavens, 47 Drake St . . . . . Secretary
Chas. Cooper, 43 Drake St . . . . . Collector
John Cavins, 47 Drake St . . . . . Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 8 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
E. J. Farrell . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Rainsburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets 1st Monday at 8 P. M. and 2d Tuesday at 8 P. M.
T. L. Drummond . . . . . Master
H. Poole . . . . . Secretary
. . . . . Collector
Burt Wheatley . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Wednesdays at 8 P. M
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
J. W. Spence, 33 Eldridge St . . . . . Master
W. W. Stonier, 49 Eldridge St . . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . . Collector
Theodore Haskins, 30 Virgil St . . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agen

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 352 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 320 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
Judson Bayly, 514 E. Market St . . . . . Receiver
E. Wint, 1533 Market Ave . . . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
G. W. Gilkerson, 38 Knox St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Gus. Watters, 620 Clinton Ave . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
Geo. Moore, 203 Lombard St. . . . . Master
W. C. Lytle, 1009 Lombard st . . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 419 E. 2d St., Wilmington, Del. . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

Digitized by Google

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in Armstrong & Lyon building.
Floyd Pollison, Box 1431 . . . . . Master
W. H. Tidaback, 19 Grand St . . . . . Secretary
Sherman Gildersleeve . . . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday and 3d Sundayat 2 P. M.
Geo. W. Anderson . . . . . Master
Frank Probert . . . . . Secretary
Wm. C. Hunter, Boz 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart, Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher . . . . . Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St . . . . . Master
J. W. Walker, 2903 Penn Ave . . . . . Secretary
P. T. Williams, 2903 Penn Ave . . . . . Collector
R. O. Ferren, 2903 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1 P. M. and 2d and 4th Saturdays at 7 P. M.
J. Grether, Box 118 . . . . . Master
W. A. Callahan . . . . . Secretary
J. Grether, Box 118 . . . . . Collector
J. R. Nutty, Box 156 . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays in each month, at 10 A. M.
Benj. Dean . . . . . Master
M.J.Kennedy, 226 N.Wood St.,Chicago, Secretary
M.J.Kennedy, 226 N.Wood St., Chicago, Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman . . . . . Receiver
Henry Kortz . . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, at Southwest corner Main and Central Ave., third floor.
F. L. Volk, Box 782 . . . . . Master
A. R. Edington, Box 584 . . . . . Secretary
John Jennings . . . . . Collector
D. Lentz . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Sunday at 7:30 P. M.
G. Hastings, Cor. Orange and Grove Ave . Master
J. H. Bentley, 116 Cortland St . . . . . Secretary
M. Henry . . . . . Collector
Wm. Apted, 410 Page Ave . . . . . Receiver
George Holden . . . . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Barager, Box 300 . . . . . Master
D. J. McGinley, Box 300 . . . . . Secretary
John Gleam, Box 300 . . . . . Collector
P. C. Hagerty, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meet at R. Y. M. C. A. rooms 1st and 3d Sundays.
Emery S. Smith, Box 25, Southport, N. Y, Master
E. B. Detrick, Blyly House . . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Bonham, Texas.
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
J. L. Ison . . . . . Master
W. F. Rowe . . . . . Secretary
J. M. Painter . . . . . Collector
Ed. Harvey . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
J. B. F. Good, 1172 Fillmore St . . . . . Secretary
N. Laughlin, 339 Oakley Ave . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th St . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts.
Douglas Grigor, 196 Liberty St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
J.J.Bannon,Cor.Wilson and Walker Sts.,Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
F. B. Coats, Montgomery st, 3 doors south of Duffy . . . . . Magazine Agent

246. MACON; Macon, Ga.
Meets on 1st, 8th, 15th and 22d of each month, at M. & W. Freight House.
W. T. Roughton, 345 Fourth St . . . . . Master
J. H. Strickland, cor. Johnson and Elm St . . . . . Secretary
C. H. Richards, 52 Ash St . . . . . Collector
W. M. Walker, 349 Fourth St . . . . . Receiver
J. I. Davidson, L. Box 482, Vicksburg, Miss . . . . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
H. F. Waters, 316 Rawson St . . . . . Master
H. B. Childs, E., T. V. & G. R. R. Shops. Secretary
Fred Carlisle, 310 Rawson St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
J. M. Baird, 194 Powers St . . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays of each month.
W. Galliford . . . . . Master
C. E. Hollis, Box 287 . . . . . Secretary
J. L. Brown, Box 704 . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill . . . Master
J. O. Mason, Judd, Cook County, Ill . . Secretary
. . . . . Collector
L. McKee, Judd, Cook County, Ill . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
R. H. Diggory, Kingston, Pa . . . . . Master
F. O'Donnell, Ashley, Pa . . . . . Secretary
C. H. Lamon, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall.
J. T. Meyers, East Mauch Chunk . . . . . Master
L. Wildoner . . . . . Secretary
L. H. Yetter . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser . . . . . Master
H. G. Klugh . . . . . Secretary
W. Armstrong . . . . . Collector
M. M. Hinkle . . . . . Receiver
Frank Stocker . . . . . Magazine Agen

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
Harvey B. Eldridge, 21 Walnut Ave . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator, 45 Hart Ave . . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

Digitized by Google

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays.
I. C. Perrin, Box 34 . . . . . Master
E. C. Connor, Box 157 . . . . . Secretary
P. J. Farrell . . . . . Collector
Thomas Sheean, Box 25 . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 . . . . . Master
O. E. Thoman, Box 452 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
Ed. Gray . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
Andrew Carter . . . . . Collector
M. D. Finn . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPhersou . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Thurday evening at 7:30.
Mel. Norton . . . . . Master
A. S. Ritenour . . . . . Secretary
John Treadway . . . . . Collector
A. E. Leighty . . . . . Receiver
Ed Norton . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury, Box 51 . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
John D. Cummings, Box 107 . . . . Master
Josh A. Baker, Box 122 . . . . . Secretary
Josh A. Baker, Box 122 . . . . . Collector
G. E. Hanford, Box 107 . . . . . Receiver
Louis E. Graham, C.P.r'nd house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets 1st Sunday 3d Tuesday in Masonic hall.
Edgar Worrell, Box 41 . . . . . Master
W. L. Ewing, Box 75 . . . . . Secretary
Wm. Taylor . . . . . Collector
L. V. McLaughlin . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets 1st and 3d Saturdays, and 2d and 4th Tuesdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
A. E. Hayden, Box 10 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson . . . . . Collector
A. E. Aikman . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Chas. S. Truax . . . . . Master
J. Byrne, Box 4, South Butte, Mon . . Secretary
Geo. Tyndall, Box 832 . . . . . Collector
C. H. DeCamp, South Butte, Mon . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meet 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
J. Leech, 608 S. Division St . . . . . Master
A. E. Geary, 525 S. Division St . . . . . Secretary
A. Pitman, 525 S Division St . . . . . Collector
H. Norris, 50 River Ave . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 3d Fridays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
T. Hayes . . . . . Master
P. Ryan . . . . . Secretary
A. Krienke . . . . . Collector
J. E. Moquin . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets every Wednesday at 7:30 P. M. at St. Charles Hall, on Patterson St.
M. Brown . . . . . Master
A. H. Flynn, 87 Pacific Ave . . . . . Secretary
T. Stockton, 37 Vallette St . . . . . Collector
W. Maguire, 54 Vellette St . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 1327 Market St . . . . . Master
D. V. Cahill, 1327 Market St . . . . . Secretary
Jas. Harrington, 310 Long St . . . . . Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
. . . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky. Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
W. L. Higbee, 2213 Snelling ave . . . . Secretary
D. Lucas, 407 Fifth St. S . . . . . Collector
J. D. Sharrah, 1901 3d St. S . . . . . Receiver
Sam Manhart, 2110 29th St. S . . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, South Stanhope, 1st and 3d Sundays, at 4 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. . . Master
R. A. Trezise, Box 30, Port Morris . . . Secretary
M. T. Dickerman, Box 81, Port Morris, Collector
Wm. Weiler, Box 25, Port Morris . . Receiver
Patrick Ash, Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets 1st and 3d Sundays at 1:30 P.M.
Joseph Osman . . . . . Master
G. B. Weller . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
Frank Maxwell . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . Master
G. M. Wilson, 416 S. 9th St . . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
George Smith, 1428 Thirteenth St . . . Receiver
H. I. Sweeney, 845 7th St . . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. W. Myers . . . . . Master
B. H. Thomas . . . . . Secretary
L. A. McCutcheon, Charlottesville, Va . Collector
E. B. Engart . . . . . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
C. W. Jenkins, N. N & M.V. Round House, Master
W. A. Demaine, NN&MV Round House, Secretary
Eugene List, 1008 Buchanan st . . . . Collector
W. R. Saunders, 4 N. 18th St . . . . Receiver
C. M. Lively, 905 North Fifth St . . . Mag. Agent

Digitized by Google

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . . . Master
R. H. McCarthy, L. & N. Shops . . . . Secretary
R. H. McCarthy, L & N. Shops, ... Collector
F. J. Carney, L. & N. Shops . . . . . Receiver
W H. Crawlord, L. & N. Shops . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 P. M., at Phœnix Fire House.
W. Wright, L. Box 482 . . . . . Master
M. E. Murphy, L. Box 482 . . . . . Secretary
E. Wright, L. Box 482 . . . . . Collector
Scott Jones, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
E. M. Coe, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
A. W. Jennings, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe Box 87 . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets 1st and 3d Sundays at 9 A. M., and 2d and 4th Sundays at 7:30 P. M.
W. H. Lohnes, Box 237 . . . . . Master
J. A. Atyeo . . . . . Secretary
A. B. Trenary . . . . . Collector
C. P. Countryman . . . . . Receiver
H. I. Ogle . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets over Hedden & Phelps', on corner of State and Market streets.
. . . . . Master
E. E. Reeves, 198 W. Market St . . . . . Secretary
W. S. Ashcroft . . . . . Collector
Wm. H. Stephens . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Jones' Hall, on Main St., bet. 4th and 5th, on 1st and 3d Sundays.
Bert Launt . . . . . Master
Calvin Minnlear . . . . . Secretary
W. F. Gibson . . . . . Collector
Kelley Holsclaw . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in Kettler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Hallstead, Pa. . . . . Master
J.F. McCormick, Hallstead, Pa . . . . . Secretary
T. L. Connelly, Great Bend, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
S. J. Connor. Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 110 Meddow St . . . Secretary
W. H. Dellert, 9 Carlisle St . . . . . Collector
Wm. A. Pyle, 46 Arthur St . . . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave.
. . . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St . . . . . Master
Wm. Wyler, 9 Squire St . . . . . Secretary
Wm. L. Dwyer, 51 Liberty St . . . . . Collector
H. L. Stearns. 4 Wooster St . . . . . Receiver
I. C. Sterner, Fairmont St . . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets 2d and 4th Sundays of every month in B. of L. E. Hall, cor. Warren and Potter Sts.
Frank Shinsky, L. Box 500 . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
Wesley Beck, 124 Sears St . . . . . Receiver
A Fixel, 1214 Miller St . . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets every Sunday at 1 P. M., in Otto's Hall, Twelfth St.
W. E. Hammond, 1816 Union Ave . . . . Master
J. C. Brode, 2326 Tenth Ave . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, cor 10th Ave and 4th St . Mag Agt

288. EMMET; Estherville, Iowa.
Meets 1st Sunday in each month at 7:30 P. M., and third Monday, at Masonic Hall.
W. S. Davis, L. Box 80 . . . . . Master
P. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
W. S. Davis. L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anyan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets 2d and 4th Sundays at Constellation Hall, bet. Main and 3d Sts.
J. T. Hart, 412 Washington St . . . . . Master
R. Tierney, 117 Riverside St . . . . . Secretary
J. W. Rowland, 408 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 510 Bluff St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday at 8 P. M., 4th Sunday at 10:00 A. M., at Pythian Hall.
W. C. Latimer, 2045 Fulton ave . . . . . Master
G. W. Bruno, 2045 Fulton ave . . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, 57 A Somers St . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

292. POCAHONTAS; Holden, Mo.
Meets at Holden, Mo.
G. Y. Smith . . . . . Master
J. G. Vogelsang, Talmage House . . . Secretary
W. M. Bedell . . . . . Collector
P. B. Scanlan . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293 LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
W. J. Sharkey, 2608 Somerset St . . . . Secretary
James J. Haughey, 2710 Hewson St . . . Collector
Dennis J. Kilty, 2809 Edgemont St . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . . . Master
A. L. Jackson . . . . . Secretary
G. W. Lynch . . . . . Collector
E. A. T. Watkins . . . . . Receiver
G. W. Lynch . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
A. R. Kough, 1235 Harrison St . . . . Secretary
A. R. Kough, 1235 Harrison St . . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C.F. McSteen, care John McSteen, Magazine Agent

Digitized by Google

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near McGehe St . . . . . Secretary
C. F. Misener, 115 McGhee St. . . . . Collector
S. A. Presnell, Cor. McGhee and Clark St, Receiver
P. H. Gleason, 104 Jacksonborough St Mag Agent

297. CLARK; Jeffersonville, Ind.
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 . . . . . Master
C. E. Buehler . . . . . Secretary
P. J. Gavin . . . . . Collector
A. B. Chambers . . . . . Receiver
P. A. Coleman . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7.30 P. M.
Geo. Anderson, 2029 Eugenie Street . . . Master
W. B. Smith, 2121 Eugenia St . . . . . Secretary
Charles Durnell, 512 Montrose ave . . . Collector
John McClusky, 1418 Joab St . . . . . Receiver
John McClusky, 1418 Joab St . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott . . . . . Master
C. H. Ridge, Box 87 . . . . . Secretary
Elwood Welshone . . . . . Collector
N. D. Huffman, Box 142 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets 1st Monday afternoon and 3d Monday evening at I. O. O. F. Hall, cor. Michigan and Frankfort streets
A. S. Hewitt, 4th st. and Franklin Sts . . Master
Hugh J. Manney, 6th St . . . . . Secretary
W. H. Henry, Pine street . . . . . Collector
Jas. Whitby, 5th street . . . . . Receiver
Lew Willson, 7th street . . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 161 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. POST OAK; Hempstead, Texas.
Meets twice per month in Knights of Honor Hall.
A. Werner . . . . . Master
W. A. Weir . . . . . Secretary
T. N. Aaron . . . . . Collector
W. A. Wier . . . . . Receiver
T. N. Aaron . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
F. H. Barrelle . . . . . Master
G. B. Yauch . . . . . Secretary
C. E. Humphreys . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
Harry Murray, El Paso, Texas . . . . . Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas . . . . Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. E. Jones, El Paso, Texas . . . . . Collector
care T. P. Jacobs, M. M., Jimulco, Mexico.
H. C. Koepke, El Paso, Texas . . . . . Receiver
care J. S. Turner, M. M., Jimulco, Mexico.
N. W. Landon, El Paso, Texas . Magazine Agent
care J. S. Turner, Jimulco, Mexico.

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 46 School St . . . . . Master
J. P. Callahan, 19 Pine st . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prine St . . . . . Receiver
C.S. Woods, cor. Linden & Beacon sts. Mag Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. S. Gates, 34 Patton St . . . . . Master
W. M. Butler, B. & A. Engine House . Secretary
E. O. Sexton, 416 Union St . . . . . Collector
C. A. Chapin, B. & A. R. R . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays.
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday.
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y . . . . . Secretary
Robert Spears 100 Eagle St., Green Point, L. I., N. Y. . . . . Collector
William Carroll, 165 Fourth St . . . . . Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
H. C. Martin . . . . . Master
Geo. W. Wareham, Box 35 . . . . . Secretary
H. C. Campbell . . . . . Collector
J. O. Elder . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets 1st and 5th Sundays.
R. Rippen, Box 235 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
J. W. Miller, Box 341 . . . . . Collector
C. A. Howe . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets every 1st and 3d Sunday at 3 P. M.
Mathew Hefferman . . . . . Master
F. R. Swaney, Box 6 . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7:30 P. M.
M. S. Laughlin, Box 54 . . . . . Master
John Williams, Box 131, Armstrong, Kan, Secretary
John Donovan, Box, 82 Armstrong, Kan, Collector
E. G. Wilson, Box 41, Armstrong, Kan . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . . Master
George Luttou . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Wm. J. Mattice, 58 Paine St . . . . . Master
Wm. J. Murray, 97 James St . . . . . Secretary
Christopher H. Haverly, 43 Hudson Ave Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

Digitized by Google

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 6:30 A. M. in Bland's Hall, 9th and Penn Sts.
Edward Noonan, 630 N. 8th St . . . . . Master
Wm. Gordon, 836 Green St . . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
L. Brownback, 226 N. 9th St . . . . . Receiver
Charles H. Wesley, 603 North Third St. Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, 23d Ward, Lytle St. . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday at 6:30 P. M., standard time.
John Roach . . . . . Master
J. C. Faight . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Monday at 9:00 A. M.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
G. W. Light . . . . . Collector
C. E. Cage . . . . . Receiver
J. F. Kiter . . . . . Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.
Meets every Sunday at B. of L. F. Hall, over Austin's Store, at 2 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
John B. Dexter . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St . . . . . Secretary
James Haas, 2135 Darien St. . . . . Collector
Irwin S. Stearly, 923 Mt. Vernon St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Mag. Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets 2d and 4th Sundays of each month.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in New Ætna Hall, on Main st.
J. W. Fisher . . . . . Master
Jeremiah Haley . . . . . Secretary
G. W. Bowman . . . . . Collector
James Kelly . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
J. J. Hoarty, Palo Alto, Pottsville, Pa. . . Master
W. H. Sowers, 102 Savoy St. Palo Alto, Pottsville, Pa. . . . . Secretary
T. F. Brennan, 391 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa . Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 69 High St. . . . . Secretary
G. E. Lovelace, 8 Webster St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
C. Billington, 28 Hilton St . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
Harry Brown . . . . . Master
J. M. Griffith . . . . . Secretary
Mike Sauer . . . . . Collector
Chas. E. Higgins . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets alternate Sundays in K. of P. Hall.
C. P. Curtis . . . . . Master
H. F. Zinn . . . . . Secretary
J. W. Coolidge . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays at 1:30 P. M.
A. Dillon . . . . . Master
E. Remy, Box 169 . . . . . Secretary
H. Wade . . . . . Collector
R. H. Rundle . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
E. D. Root, Wyandotte, Kansas . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
E. E. Fair, Box 57 . . . . . Secretary
F. Wall, S. Englewood, Ill . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
A. J. Wages, Ga. R. R. Shops . . . . . Master
R. B. Chapman, 414 Reynolds St. . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
R. B. Chapman, 414 Reynolds St . . . . Receiver
R. B. Chapman, 414 Reynolds St, Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets alternate Sundays, at 40th St. and Lancaster ave.
B. F. M. Keffer, 3921 Aspen St . . . . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1521 S. Woodstock St . . Secretary
H. A. Krauss, 1706 Afton St . . . . . Collector
F. H. Hartzell, 1506 Lukens St . . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets 427 Notre Dame st., on alternate Sundays.
Alfred Bring, 20 Roch Laur St., Montreal . . . . . Master
Peter Dionne, 66 Iberville st., Montreal, Secretary
Telephone Grondines, 15 St. Catharine st., Montreal . . . . . Collector
J. G. Adolphe Brazeau, 97 Moreau st., ... Receiver
Thomas Keiller, 28 . . . Marlborough st., ... Magazine Agent

336. FALL RIVER; Neodesha, Kansas.
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
J. A. McPaul . . . . . Collector
Chas. Koehler . . . . . Receiver
Mose Weekley . . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1802 Belleview Ave . . . Master
G. H. Roberts, 1631 Belleview Ave . . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

Digitized by Google

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays at 1:30 P. M. in P. O. S. A. Hall, corner 4th St. and Huron avenue.
Frederick Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
G. B. McManigal . . . . . Collector
George Severin . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 781 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets every 2d and 4th Sundays, in Odd Fellows' Hall, at 1 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 507 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . Magazine Agent

341. GOLD RANGE Kamloops, B. C.
Meets every Wednesday at Engineers' Hall.
David Morton, ... Master
Jas. Gander, ... Secretary
Jas. Gander, ... Collector
Arthur Randall, Donald, B. C. . . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Meets 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin, Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
T. W. Cresswell . . . . . Master
W. A. Ennis . . . . . Secretary
J. Robinson . . . . . Collector
E. Garraux, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets every Sunday at Phœnix Hall, at 10 A. M.
D. C. Dickert . . . . . Master
W. H. Fetner, Jr., Box 368 . . . . . Secretary
W. H. Fetner, Jr., Box 368 . . . . . Collector
A. C. Lee . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
Meet every 2d and 4th Sundays, at Cor. Reid and Second Sts.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelley . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
Meets every Sunday at 7:30 P. M. in Odd Fellows' Hall.
A. D. Slack, Box 86 . . . . . Master
T. Butler . . . . . Secretary
W. A. Shackelferd . . . . . Collector
J. I. Sizer . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
Meets 1st, 2d and 4th Wednesdays at 7:30 P. M.
B. S. Williams . . . . . Master
Wm. Pinkerton, Box 320 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
C. H. Voris, Box 196 . . . . . Receiver
J. E. Coulter . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets 1st and 3d Sundays at 2:30 P. M., in I. O. O. F. Hall.
Thos. L. Brinson, L. Box 11 . . . . . Master
E. A. Stephens, L. Box 93 . . . . . Secretary
Thomas H. Boynton . . . . . Collector
F. G. Schilke, L. Box 37 . . . . Receiver
Ed Jacobson, L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Henry Grimm, Weehawken P. O., Union Hill . . . . . Master
D. Shea, New Durham, N. J. . . . . Secretary
F. L. Wilber, 67 Hudson Ave . . . . . Collector
J. E. Boyle, New Durham, N. J . . . . Receiver
F. L. Wilber, 67 Hudson Ave . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
W. J. Doherty . . . . . Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley . . . . . Collector
T. R. Mertz . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Eldredge Boyer . . . . . Master
Wilson Dotler . . . . . Secretary
George Dubler, Box 153 . . . . . Collector
Wm. Hartley . . . . . Receiver
E. S. Doudt . . . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
C. P. Kelley . . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. School and Forest street . . . . . Secretary
J. E. Pratt, 24 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . . Magazine Agent

354. HOBOKEN; Hoboken, N. J.
John Curran, 215 Erie St, Jersey City, N.J., Master
J. S. Kennan, 139 Second St . . . . . Secretary
E. C. Williams, Morristown, N. J. . . Collector
A. Georgeot, 219 Park ave . . . . . Receiver
D. McNamara, Summit, N. J . . Magazine Agent

355. STONE CITY; Joliet, Ill.
Meets 1st Tuesdays and 3d Sundays at 7:30 P. M., in Switchmen's Hall, over Cagwin's Bank, Jefferson street.
W. W. Brooker, 134 S Hickory St . . . . . Master
Chris. Nolan, 102 Gardner St . . . . Secretary
M. O'Grady, 701 Scott St . . . . . Collector
T. F. Hannan, 411 S Desplanes St. . . . Receiver
Bernard Deigman, 901 Van Buren St., Mag. Agent

356. CHAUNCEY M. DEPEW; Albany, New York.
Elmer G. Allen, 26 Westerlow St . . . . Master
Robt. J. Lilly, 57 First St . . . . . Secretary
P. S. Dormady, 24 Trinity Place . . . Collector
S. E. Sweet, 466 Broadway, E. Albany . Receiver
Jacob Campbell, 229 Second St . Magazine Agent

357. JUSTICE; Vanceboro, Maine.
Meet in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
W. A. Smith, Carleton, St. John's, N. B. . Master
J. E. Shea . . . . . Secretary
C. J. Tabor, Woodstock, N. B. . . . . Collector
D. C. West, Brewes, Maine . . . . . Receiver
F. W. Henderson, Fredericton, N. B., Mag. Agent

358. COOKE; Elma, Iowa.
Fred J. Swanson, Dubuque, Iowa . . . . Master
E. W. Freeman . . . . . Secretary
Mark L. Murray, 285 Concord St., West St. Paul, Minn . . . . . Collector
C. J. Sleeper, 88 Chicago Ave., St. Paul, Minn . . . . . Receiver
E. F. Ward, 188 Custer St., West St. Paul, Minn . . . . . Mag. Agent

359. BIG FLINT; Wellington, Kansas.
Thos. M. Brown . . . . . Master
Ed. Herning, Box 372 . . . . . Secretary
Charles Weddle, Box 450 . . . . . Collector
Ed. Dickson, Box 315 . . . . . Receiver
W. H. Shields, L. Box 868 . . . . Magazine Agent

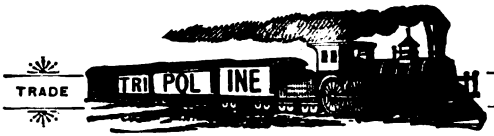
360. COLD SPRING; Springfield, Ohio.
Geo. Goodenough . . . . . Master
Isaac Poling, 47 Lincoln Avenue . . . Secretary
John Murphy, 135 Linden Avenue . . . Collector
Joseph Swable, 80 Walnut Street . . . Receiver
Ed. McDermott, 224 Shelby St . Magazine Agent

Digitized by Google

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.) **ESPECIALLY** adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT **Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.**

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is not found to be exactly as represented, may be returned, at our expense, and money refunded.

Address, THE MATCHLESS METAL POLISH CO.,
198 and 200 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

PHOTOGRAPHS
—OF THE—
Minneapolis Convention.

We are now prepared to furnish Photographs of the Minneapolis Convention at the following rates:

Single Copy	$ 1 50
Six Copies	6 00
Thirteen Copies . .	12 00

The Photograph is one of the most perfect ever taken of any delegation.

Orders sent to F. X. HOLL or W. E. RICHMOND, of Northwestern Lodge No. 82 B. of L. F., will receive prompt attention.

Pictures sent C. O. D. to any address.

J. P. BALL & SON,
219 and 221 Nicollet Ave.,
MINNEAPOLIS, MINN.

TO MAGAZINE AGENTS.

The following PRIZES will be given to the Lodge securing the largest number of PAID subscribers to the LOCOMOTIVE FIREMEN'S MAGAZINE, for the year 1887, viz:

For the Lodge—A Handsome Parlor Organ.

For the Agent—Fifty Dollars ($50) in Cash.

Each annual subscription will be counted equal to two semi-annual or four quarterly subscriptions.

The Prizes will be awarded January 1st, 1888, to the Lodge having the largest number of paid subscribers on the Grand Lodge records on December 1st, 1887.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. SEPTEMBER, 1887. No. 9.

THE BROOKLYN ELEVATED RAILWAY STRIKE.

The entire membership of the Brotherhood of Locomotive Firemen, are profoundly interested in the history of the Brooklyn Elevated Railway strike, which began Monday, July 11th, and practically ended on Monday, July 18th.

It is well understood, indeed it is a historical fact, that the Brotherhood of Locomotive Firemen, prefers arbitration, mutual concession—any honorable arrangement with employers rather than engage in a strike.

The Brotherhood of Locomotive Fire, men is a conservative organization-eminently so. In its incipiency, in its growth in numbers and influence, its supreme purposes have been of a character to command the esteem, the endorsement and admiration of men of character and influence in every community. In this the Brotherhood has been signally successful. Statesmen and philanthropists, men of keen observation, students of affairs and of events, men eminently capable of reasoning from cause to effect, who never give an opinion that is not founded upon verities, have year after year, throughout the entire history of the Order, given it their unequivocal endorsement. The press of the country has everywhere, and at all times, spoken of the Brotherhood of Locomotive Firemen in terms of glowing approval, and the pulpit has not hesitated, as the record shows, by expressions of its most eminent representatives, to commend the Brotherhood as an organization, worthy of the respect of all good people.

In saying these things, there is no purpose of self-laudation. The Brotherhood of Locomotive Firemen has made a splendid record, and the action of the management of the Brooklyn Elevated Railway makes it proper for this *Magazine*, the organ of the Order to give the facts merited prominence.

During the fourteen years of the existence of the Brotherhood, from Lodge No. 1, to Lodge No. 360—from a membership of TEN, to a membership of EIGHTEEN THOUSAND, the Brotherhood never engaged in a strike until this one occurred, of which we write, in Brooklyn. During the period from 1873 to 1887, the Brotherhood of Locomotive Firemen have had many and serious grievances of which to complain. Employers have often treated firemen wrongfully—acts have been perpetrated of cruel injustice—but strikes did not follow. The wrongs were endured with heroic fortitude—and this fact glowing with fealty to obligation—in numerous instances won the respect and confi-

Digitized by Google

dence of railroad managers, and demonstrated beyond all cavil, that the Brotherhood was a conservative organization and was zealously engaged, not only in advancing the welfare of its individual members, but in contributing immensely to the welfare of the railroad enterprises of the country. The Brotherhood of Locomotive Firemen starts out with the constitutional provision that its members shall be *sober* and *industrious* men. A locomotive fireman aspires to be a locomotive engineer. A sober, industrious fireman makes a sober, industrious engineer. The terms "sobriety" and "industry" we use as, and they are accepted as, synonymous of competency and fidelity to obligation, and when it is remembered that not less than 500,000,000 people in the United States are annually transported on the railroads of the country, the terms *sobriety* and *industry*, *competency* and *fidelity*, assume proportions which it will be found difficult to exaggerate.

When a Brotherhood, an organization, such as that which we have imperfectly described, has a grievance, and seeks through its chosen and honored representatives to meet the representatives of railroads for the purpose of conference, and the adjustment of difficulties and embarrassments, the removal of obstacles to harmony and to promote the welfare of all concerned, any refusal on the part of railroad officials at once assumes the character of a public calamity. Such a refusal to meet the representatives of an honored Brotherhood, to treat such representatives with haughty, offensive superciliousness, to use language of the bravado and the blackguard, to put on the airs of a satrap, to treat working-men and the representatives of working-men as if they were helots, and entitled to no more consideration than if they were so many dogs, is an exhibition of such vulgar tyranny as must necessarily arouse resentment from men not lost to every sentiment of manhood and independence, and this is just what occurred on the part of the management of the Brooklyn Elevated Railway, and which resulted in a strike of the locomotive firemen and engineers employed on that road.

The readers of the *Magazine*, without reference to the space required, must have a full history of this Brooklyn strike.

The Brooklyn Elevated Railroad has been in operation since 1865. It employes 43 engineers and 43 firemen. It was discovered by these engineers and firemen that Master Mechanic C. A. Ball, and his assistant, B. Williams, had determined to use their authority to strike a blow at the Brotherhood of Locomotive Engineers and at the Brotherhood of Locomotive Firemen, by adopting a persistent plan of removing engineers and firemen who belonged to these respective organizations, and of filling their places with scabs. Besides such despicable purposes on the part of Ball and Williams, there were specific grievances which the engineers and firemen complained of, and which they sought to have removed by methods everywhere recognized as manly and prudent. It should be stated in this connection, that on July 2d, the members of Brooklyn Division, No. 299, of the Brotherhood of Locomotive Engineers, and the members of Atlantic Lodge No. 291, B. of L. F., held a meeting for the purpose of drawing up a list of grievances which the engineers and firemen complained of, and of appointing committees to present the same to Col. Frederick Martin, the General Manager of the road. It will be observed that the proceedings of the engineers and firemen were strictly in consonance with every required propriety. The men had grievances. They had a right to complain. They had a right to be heard, and they had a right to respectful treatment from the general manager of the road. The grievances and demands as presented by the committees were as follows:

That nine hours or less shall constitute a day's work, and that all time over nine hours shall be paid for pro rata.

That the wages of the engineers shall be $3.50 and the firemen $2 a day.

When a fireman is promoted to be an engineer

Digitized by Google

that one engineer be hired when the services of another are required.

That the time of the engine men shall be from the time they report at the station to ascertain where their engines are; that the oldest engineer, if competent and worthy, shall have the preference of runs, and have the privilege to change his runs with another engineer when it is satisfactory to both.

That any engineer completing an unfinished day for another who has been excused, shall receive pay per hour as the regular man.

All extra engineers ordered to report for duty shall receive one-half day's pay, provided they are not held for more than four hours, and shall receive a full day's pay if sent out on the road.

That no man shall be discharged or suspended without an impartial hearing, and if suspended and received back and exonerated from all blame shall receive half pay.

J. J. WRIGHT, *Chairman*,
J. W. REPSHER,
H. C. SMITH,
Committee of Engineers.
GEO. W. BRUNO, *Chairman*,
B. A. GRENZBACH,
I. BOLGER,
Committee of Firemen.

The next move was the presentation of the grievances and requests of the engineers and firemen to Col. Frederick Martin, general manager of the Brooklyn Elevated Railroad, which is seven miles long, and which in 1886 carried 10,158,665 passengers, and received $518,481, and expended $379,872, showing $138,609 receipts over expenditures. We have stated that the grievances were drawn up July 2d. On July 5th the committees waited upon Col. Martin and respectfully presented them to him in person. It was then that this Col. Martin deported himself in a manner that outraged all decency. He flew into a towering rage; he swore like a pirate; he outraged all proprieties; he grossly insulted the committees. A more disgraceful scene was never witnessed. The contemptible creature could not have been more tyrannical, more disgustingly pompous, more insultingly dictatorial if he had been a Cuban planter, and the engineers and firemen in his presence, imported Congo slaves. This man Martin, in a manner most insulting, absolutely refused to treat with the Engineers and Firemen's committees. At this juncture the committees sought an interview with Henry W. Putnam, President of the road, who not being in the city, the committees called on Stephen Pettis, the chairman of the executive committee of the railroad company. This official referred them to Martin, the general manager of the road. We are particular in stating these details because they demonstrate a purpose on the part of the firemen and engineers to avoid a strike if such a thing was possible. Their purpose was conference with the officers of the road, to make a frank and manly statement of their grievances and obtain redress. Their course throughout was honorable, peaceful and right, and they had been repulsed by an official who used his position to offer them indignity and outrage. As a consequence the engineers and firemen did not as Mr. Pettis suggested, call upon him again. On the contrary, the engineers dispatched for P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers, and the firemen dispatched for F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen to visit Brooklyn at once, that all the facts in the case might be laid before these grand officials of the two great brotherhoods, that they might have their counsel and advice. Mr. Sargent responded in person, and Mr. Arthur sent as his representative, Mr. T. S. Ingraham, the First Grand Engineer of the Brotherhood, to act in his stead. The engineers and firemen laid the case fully before these officials, and arrangements were at once made for Messrs. Sargent and Ingraham, in company with the committee, to call on Martin. This was done, and Martin, the contemptible potentate, bluntly informed them that he was the manager of the road and proposed to run it his own way regardless of the Brotherhoods they represented. When asked why he had discharged men apparently for no cause whatever, he replied he was not called upon to assign reasons and that more of the men would have to go. It will be seen that this arrogant, overbearing, dictatorial, contemptuous official, refused to listen to

Digitized by Google

any grievance, or to grant any redress. He assumed the prerogatives of a despot. He boldly asserted that he was above and beyond the reach of his employes; that he would exercise arbitrary power; that he would rule with a rod of iron, and that his grinding, galling government should not be inquired into by the victims of his absolutism. Having arrived at this stage, there was no alternative but to strike at once; to quit the employment of such an insolent, overbearing tyrant, and the strike was ordered July 11th, and be it said to the everlasting credit of the members of Atlantic Lodge, No. 291, they were true to themselves. There was no flinching, no squealing, no turning back, but every man, with heroic fortitude, gave the ineffably mean despot Martin, to understand, that so far as they were concerned, he could not make them wear his dog collars or yield to his dictation—and here it is proper to say, that the strike has the unequivocal endorsement of the Brotherhood of Locomotive Firemen and the Brotherhood of Locomotive Engineers. The readers of the *Magazine* will doubtless ask themselves was the strike justifiable? It is a question that ought to be asked and it must be answered in the light of all the facts. What are the facts? First, locomotive firemen had grievances. They had a right to complain. Second, these grievances were properly stated, and the demands for redress were couched in respectful language. Third, every honorable method known to the Brotherhood was adopted to obtain a hearing and have the grievances adjusted. Fourth, these overtures were treated with insulting disdain. Under these circumstances, we submit there was no alternative but to strike. In this connection it is well to know and to place upon record the view taken of the matter by the New York press. The *World*, commenting upon the right of complaint said:

Manager Martin, of the Brooklyn Elevated road, acted more like a little Czar than an American employer of free and intelligent labor when he arbitrarily discharged the three members of the Engineers' Committee on Grievances for presuming to call upon him with the complaint of those whom they represented. And he talked more like a slave-owner than the manager of a railway chartered by the people for the public convenience, when he said before the Board of Arbitration: "I think it is for the company to say whether the men have grievances."

The right of complaint is as necessary and just for a workingman as the right of petition is for a citizen. And, the right of organization being conceded, it is proper that men should select representatives to speak and act for them. Whatever may have been the merits of the engineers' demand, Manager Martin had no business to insult and punish them for making it. His assumption that "it is for the company to say whether the men have any grievances" is the most brutal and insolent claim yet put forward by a corporation in this country. It justifies the old definition of such an organization as a thing "without a body to kick or a soul to damn."

But there will be some mighty vigorous and effective kicking against corporations if they use their power as some of them—notably the Brooklyn Elevated Railroad—have been doing of late.

The *World* voiced the sentiment of the entire press of New York, with scarcely an exception. The New York *Sun* took an interest in the matter from the first, and clearly saw that it was the intention of Martin, and those under him, to break up the Brotherhoods of Engineers and Firemen—a task quite too large for their capacities—mental or financial, or both combined. On July 15th, the *Sun* said:

The managers of the Brooklyn Elevated Railroad Company liken, it is said, the position they have taken with regard to their striking employees to that assumed by the Missouri Pacific Company in their long struggle last year.

If this is true these managers deceive themselves. Neither the cause of the differences nor the position taken by either side is the same as existed in the Southwest.

The strike of the employees of the Missouri Pacific was denounced by Mr. Powderly as unjust and reprehensible, and it was continued in spite of two orders that he gave to stop it. It was begun, not because the Missouri Pacific had any differences with its employees, but because these employees sought to coerce another corporation through the Missouri Pacific.

But even after these employees had struck the managers of the Missouri Pacific were willing to meet them, personally or by committee, and a number of conferences were held.

The Brotherhoods of Locomotive Engineers and of Firemen regarded this strike precisely as Mr. Powderly did, and though they were pleaded with and almost bullied into aiding the strikers they refrained from doing so. The managers of the Missouri Pacific asserted that but for this loyalty of its

Digitized by Google

engineers and firemen the corporation must have succumbed.

The Brooklyn Elevated managers are now attempting to break up this organization, and this effort is at the bottom of the trouble.

So that instead of any resemblance, the facts are that the Missouri Pacific corporation was loyally served and protected during a causeless strike by the Engineers' and Firemen's Brotherhoods, and publicly acknowledged its indebtedness to these organizations. On the other hand, the Brooklyn Elevated corporation seems to have forced the men into an attitude of hostility for self-protection.

Such statements are of great value as showing the animus of the railroad officials in their antagonism of the rights of their employes and go far towards establishing the fact that the Brooklyn Elevated Railroad strike, from whatever point of observation it is contemplated, was justifiable.

But there are other facts connected with the strike which must be stated to enable the readers of the *Magazine* to fully comprehend the subject. The State of New York has a Board of Arbitration, whose province it is to hear, and, if possible, adjust labor troubles between employer and employe. This State Board of Arbitration sought, as did Messrs. Sargent and Ingraham, to settle the difficulty between General Manager Martin and the engineers and firemen, and in this they were aided by Mayor Whitney, of Brooklyn, but every effort proved abortive. Every proposition looking to a compromise, to any honorable adjustment, was insolently rejected. The investigation, however, brought out facts of a startling character. The fellow Martin admitted that he was employing engineers and firemen totally incompetent, saying that he would employ such men until they were competent. It was shown that he employed drunkards as engineers, notorious drunkards who had been discharged from other roads for drunkenness, and in this way to gratify his opposition to Brotherhood firemen and engineers, was daily placing the lives of hundreds of people in jeopardy. Taking a most serious view of the subject, the New York *Herald*, of July 17, calls the attention of its readers to the employment of drunkards, as follows:

Number One.—The manager of the Brooklyn Elevated Railroad is reported as saying: "I will run this road with incompetent men till I make them competent, and will take the responsibility."

Number Two.—After fourteen bodies had been taken from the wreck of the two railroad trains at St. Thomas, Ont., it was discovered that a drunken engineer was the sole cause of the disaster.

Mr. Manager, do we catch your meaning?

F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, did all that mortal man could do in the first place to avert the strike, and afterward, if possible, to bring about an adjustment of the difficulties through the kindly offices of the State Board of Arbitration, but it was impossible. The Brotherhood of Firemen have an official communication from the Grand Master; they know with what unflagging fidelity he represents the interests and welfare of the Brotherhood everywhere throughout its vast jurisdiction, and we deem it prudent to reproduce in this article his utterances to a representative of the New York *World*, July 16th, because he was then on the ground and he was speaking through one of the great newspapers of the continent. The *World* of the 17th of July says:

Grand Chief Sargent, of the Brotherhood of Locomotive Firemen, has been staying at the Astor House since he came here, two weeks ago. He is a gentlemanly and intelligent man. To a *World* reporter yesterday he said: "The strike on the Brooklyn Elevated road is the first that the Brotherhood has ever undertaken. I have had dealings with the managers of nearly every road in the country, with the Presidents of many of them, and with a large number of directors, but I have never been treated so ungentlemanly as by Superintendent Martin. The demands of the men were for simply the same treatment, wages and regulations as are in force on every railroad in the United States, and they were presented in a respectful manner. Accompanied by First Assistant Grand Chief Ingraham, of the Brotherhood of Locomotive Engineers, I went with the committee that waited on Superintendent Martin. Mr. Ingraham told the Superintendent that the men were willing to meet the company at least half way, but he said he would have no dealing with any organization. Mr. Ingraham said: 'You don't want the men to leave; they are competent and you cannot replace them.' To which Martin replied: 'I don't care if they're competent or not. If I can't fill their places with competent men I'll fill them with incompetent men and run until they become competent.'

"The Superintendent then turned to the members of the committee and said: 'I discharge you now,'

Digitized by Google

pointing his finger at each in succession. The committee left, and the question was left in the hands of the men what they should do. No one could expect them to do otherwise than they did.

"The men on the road now are incompetent, some of them having been discharged from other roads for drunkenness and other causes. If there is not a serious accident it will be providential. Some of the men in charge of engines never ran a locomotive before, and they acknowledge it. One of them said he had got over the road, but didn't know how he did it."

Chief Sargent was asked if he believed the reports that other labor organizations had assisted the company to defeat the engineers and firemen.

"I do not believe such a statement," said the Chief.

Mr. Sargent gave as one reason for the defeat of the strikers the shortness of the road and the small number of men required to run it—only thirty-five engineers and an equal number of firemen. The members of the Brotherhood would be well taken care of, he said, and so would those who had left the company's employ rather than take the places of the strikers. No effort would be made to place a boycott on the road.

Such testimony triumphantly settles all doubts that can by any possibility arise in the minds of locomotive firemen with regard to the absolute propriety of the strike. The Brotherhood of Locomotive Firemen will always refer with pride to the fact that its Grand Master was on the ground, had personal cognizance of every fact and of every movement, and remained on the ground until his presence was not longer required and further effort would avail nothing. The strike, so far as the engineers and firemen were concerned, was not, in common parlance, a success. The road won in the contest, but it may prove to be at last a victory which will cost the road dearly. The New York *World* of the 17th says editorially:

The manager of the Brooklyn Elevated Railroad system seems to be a very positive man, and he is determined not to submit to a strike. He says that he will run the Brooklyn Elevated road with incompetent engineers until he makes the new employees competent. This is all very well for the manager, but the people whose lives will be imperilled while the roads are used as a school of instruction for engineers may make some objections. Besides, there are such things as coroner's juries and laws regarding manslaughter, and these may prove annoying if the railroad magnate's incompetent engineers should slaughter a few passengers while being made proficient.

The view the *World* takes of the subject is that of the New York public generally. Already, there have been bare escapes from the most horrifying accidents and a feeling of alarm prevails among the patrons of the Brooklyn Elevated Railroad, and as was said, only a merciful God can prevent calamities, the mere thought of which fills the mind with horror. The high ambition of the two great Brotherhoods of Firemen and Engineers is to offer railroad managers competent, reliable men. This fact now permeates the public mind, and the Brooklyn Elevated Railroad strike has had the effect of bringing this important matter into deserved prominence.

PETROLEUM FOR THE LOCOMOTIVE.

It is possible that the days of coal and wood, as locomotive fuel, are numbered, and that petroleum and electricity are to take the place of the old time combustibles. The Pennsylvania Railroad, awake to every proposition calculated to improve the practical operation of its extensive system, has for a number of years given the subject of petroleum fuel for locomotives special attention. But the success attending experiments was not cheering, and the various devices invented and employed were so defective that failure followed trial in every instance. It seems, however, that others than the managers of the Pennsylvania Company were investigating the subject of petroleum for railroad fuel, and that it was left for Mr. Thomas Urquhart, a Scotchman by birth, who is Locomotive Superintendent of the Grazi-Tsaritzin Railroad, in Southern Russia, to develop the first successful scheme of using petroleum as a fuel on locomotives. In a recent issue of the *Railroad Gazette*, the subject is treated at length and in a way to enable the reader to fully comprehend a subject of very great importance, and one in which locomotive firemen have special interest. In commenting upon the subject, the *Railroad Gazette* says that "Mr. Urquhart has devised a scheme which, like all great things, is

Digitized by Google

extremely simple, and at the same time is very successful. His device can be applied to any locomotive boiler, or, indeed, to any stationary boiler; of course, with modifications, which are easily made, to adapt the essential features of the device to the boiler in use, and it seems to work equally well with boilers of almost any construction." It would appear from this statement that the problem had been completely solved, and that henceforth petroleum would at once take the place of coal and wood, but such does not appear to be the conclusion, and it is not probable that the "scoop" of the locomotive fireman is to disappear immediately, nor at a period in the near future, and the *Railway Age*, upon this branch of this subject, says:

As to the possibility of any large use of petroleum for fuel, the outlook is not very favorable. The Pennsylvania Railroad alone burns 8,000 tons of coal a day, and if this fuel consumption should be changed at once from coal to oil, it would consume over one-third of the total daily oil production of the United States. This, of course, makes any very extended use of petroleum as fuel, with present supply, out of the question. On the other hand, to a limited extent, there is unquestionably a field for petroleum as fuel. In places where the nuisance of smoke and cinders is very great, or where the item of transportation is a large element in the cost of the fuel, or where the handling of fuel, and especially the disposal of the ashes are important items, there is unquestionably economy possible by the use of fuel oil. The figures given above will enable any one to work out the problem for his own locality. The natural effect on the oil market of burning large quantities of petroleum, would be to cause an increase of price, and this will probably be the first result. But it is apparent that, at present prices even, say two or three cents per gallon, the chance for fuel oil is small, leaving out of question the possible supply. There are a few places in the country where oil at present quotations can be used with economy as fuel, but if the oil refiners put up the prices, anticipating a large demand for fuel oil, they will certainly defeat themselves, and make the use of oil as fuel uneconomical compared with coal.

Be this as it may, the locomotive fireman will be interested in knowing the great difference between firing the machine with coal and wood and petroleum. The working of the petroleum device, as invented by Mr. Urquhart, is pronounced "in every respect charming." It is said that "one is first struck by the absolute freedom from smoke and cinders. The work of the fireman is limited to the management of a hand wheel, and there is the most perfect relation between the amount of steam consumed and the amount of oil burned. A slight turn of the hand wheel, allowing a little more oil to go into the fire-box, produces smoke; a slight turn in the opposite direction relieves the smoke. A movement of the reverse lever one notch, thus causing less steam to go into the cylinders, shows instantly in a little smoke at the smoke-stack. This is at once relieved by turning the wheel and allowing less oil to go into the fire-box. A movement of the reverse lever in the opposite direction, working the engine a little harder, causes the steam pressure to fall a trifle. The ever ready wheel and the constant watchfulness of the fireman give more oil and the steam pressure is regained. Oil burning is absolutely ideal firing. To one riding on the locomotive the slight rumbling due to the rapid combustion of the oil, and an occasional glance through the peephole into the white hot fire-box, are the only evidences of fuel consumption. The dirt, dust, smoke and cinders, and the constant opening and shutting of the fire door are all absent." Here is a revolution in firing, and a revolution in fuel, facts well calculated to make firemen wish it were possible to make the use of petroleum as a locomotive fuel universal, but if the estimate of consumption by the Pennsylvania system is even approximately correct, the old time methods of firing are likely to continue. But our readers, independent of such considerations, will read with interest the facts connected with Mr. Urquhart's invention. The essential features of the scheme of "burning petroleum consist in converting the oil itself into a finely divided state or spray, by means of a jet of steam or compressed air, and then burning this spray in the fire box of the locomotive, in a fire-brick furnace constructed inside the fire box. The burner or spray producer, if it may be so called, is essentially two tubes, one inside the other,

Digitized by Google

the inner tube carrying the jet of steam or compressed air, and the outer tube carrying the oil. The oil tube is prolonged some distance beyond the steam tube, to allow the steam and oil to combine, and then the two together are projected from the end of the oil tube into the fire box by the force of the steam. A single burner weighing, perhaps, 40 lbs., is sufficient for a locomotive of the largest size. The fire-brick furnace inside the fire box is very simple in construction, and may be crudely compared to a bonnet, with the open end of the bonnet toward the injector or spray producer. The object of fire-brick is to receive the small particles of oil that escape combustion before they reach the fire-brick bonnet, and break them up so that they may be consumed. The bonnet furnishes, also, a combustion chamber for the proper mixing and burning of the oil and air; and serves another very important service, in that the fire-brick becomes intensely hot and radiates heats to all parts of the fire box, and at the same time serves to re-ignite the oil after it has been shut off for a short period from any cause, as stopping at stations." So profoundly impressed were the managers of the Pennsylvania roads with the feasibility of Mr. Urquhart's device, that they dispatched a representative to Russia to make investigations, obtain drawings, etc. The work of constructing a locomotive for the use of petroleum as a fuel was then begun and completed, and as a result "a perfectly successful trial trip from Altoona to Pittsburgh and return was made on June 17 and 18. The engine, No. 408, going west, took the mail train, and coming back took the second section of the day express. On the return trip, with a heavy train, the engine made up twenty-five minutes on schedule time, and in no case did the steam pressure fall below 110 lbs. Most of the time it was just on the verge of lifting the safety valve, 125 lbs. When the pressure did fall to 110 lbs., it was after a long pull on the western slope of the mountain, when both injectors were put on to replenish the water supply, which had become a trifle low during the long pull. The amount of oil consumed during the trip east was 3,897½ lbs., and during the trip west was 3,634½ lbs. In both cases considerably less oil was consumed than was thought to be necessary for the trip." The only remaining question discussed is the relative cost of coal and petroleum as locomotive fuel. This question is of such general interest, we reproduce the following data from the *Railroad Gazette:*

The following simple data, which are the results of careful experiments, and which also are confirmed by the chemical composition of both coal and oil, may be safely trusted. The heat producing power of a pound of petroleum is as great as the heat producing power of 1¾ lbs. of coal. In other words, one pound of petroleum successfully burned will generate as much steam under the same circumstances as would be produced by the burning of 1¾ lbs. of coal. In locomotive practice, taking into account the cost of handling the fuel and disposing of the ashes, and also taking into account the diminished repairs to the locomotives, especially to the fire boxes, due to oil burning, it is found as the result of a year's trial, that a pound of oil is as good as two pounds of coal. In brief, these two ratios may be described by saying that, weight for weight, oil is to coal as 1 to 1¾, when fuel account alone is considered, and oil is to coal as 1 to 2 when all the ascertained economies are considered. The reduced oil which is preferred for use in steam generation weighs on the average a trifle over 7.3 lbs. per gallon; or, supposing a barrel of oil to consist of 42 gallons, and to weigh as above stated, 6½ barrels of oil make a ton almost exactly. The price, therefore, of 6½ barrels of oil, is the cost of a ton of fuel oil. This cost per ton being divided by 1¾ gives the equivalent price per ton of coal when fuel account alone is taken into consideration, or divided by two gives the equivalent price of coal per ton when all the ascertained economies are taken into consideration. A very simple rule to follow is as follows: Multiply the price of oil per barrel by 3.71 and the product will be the equivalent cost per ton of coal when fuel account alone is considered. Again, multiply the price per barrel of oil by 3¼ and the product will be the equivalent price per ton of coal, when all the ascertained economies are taken into consideration. As above stated these figures are based on a trifle over 7.3 pounds per gallon for oil, and 42 gallons per barrel. If heavier or lighter oil is used, or the quotations are made by the gallon, it is evident that the figures must be varied accordingly, but the above data may fairly safely be trusted in working out the relative economies of oil and coal for fuel.

The discovery of petroleum in the United States, it is well known, has completely revolutionized many branches of business, and as an article of com-

Digitized by Google

merce, sum totals of exportations have reached fabulous amounts. But it is doubted if the American petroleum fields are the largest or the most productive, and it is deemed quite probable that the time is not remote when the United States will be an importer of petroleum from Asiatic lands.

CHILD LABOR.

The command to "Multiply and replenish the earth," is one that bears about even date with the introduction of the fig leaf costume improvised by Adam and his beautiful spouse. And it may be said, we think, without fear of successful contradiction, that poor men and their wives are exceptionally loyal in their obedience to the heavenly mandate, for in all lands they multiply with astonishing rapidity, and we doubt if many of them will be shut out of Paradise because of disobedience of the command. But dismissing all speculative views upon the subject, what are the facts? Poor men will marry. They usually marry healthy women. The result is a numerous progeny. It so happens that in many cases, in the rural districts, where food is abundant and cheap, no special embarrassment is experienced by the parents in rearing their flock. Food is plentiful, and though common, is healthy. The expense of clothing is reduced to the minimum, and as a consequence, the work of multiplying and replenishing the earth goes bravely on. Children are not overworked, they live much of their time in the open air and physically develop into splendid specimens of men and women. But, an entirely different state of affairs exists in towns and cities—except in the mattter of multiplying. It does not seem to matter particularly, where poor people live, or how they live. The multiplying business is always kept up. Under certain conditions, the fact would be one of the most agreeable that political economists and statisticians could comment upon, for where children are numerous, well clothed, fed and sheltered, the three great essentials of prosperity and happiness are supposed to exist, and ordinarily do exist. But where child labor exists as a necessity of living, then the whole aspect of affairs is changed. Under such circumstances it will be found difficult to exaggerate the deplorable surroundings and conditions.

Mr. Arthur T. Hadley, of the Connecticut Bureau of Labor Statistics, says "that the prevalence of child labor indicates a bad state of things, hardly needs proof. If a man sends his children to the mills at an early age, it means either that he cannot support his family himself, or that he cares more for a slight increase in his present earning than for the future welfare of his family. It means that these children are growing up without the advantages of regular education. It means that there is great danger of physical deterioration, and little chance of intellectual improvement. It means an addition to the ranks of unskilled labor at present, at the expense of the higher development of those laborers in the future. It means that the community is more anxious to increase the quantity of its products than the quality of its citizens."

Such a picture. Turn it in any direction, view it from any point, presents to the minds of thoughtful people, a state of affairs, essentially repulsive. There is not one redeeming feature in it. It is fraught with danger to society and to the state. It must be remembered that it is an American picture, not an English nor a continental European picture. Children of tender years compelled to work to keep themselves in food, to supply clothing and shelter, to keep gaunt hunger from their miserable homes. What are the causes which underlie such terrible effects? Who is responsible for the situation? What is the remedy? The cause is readily found. It is that the father cannot support his family at current wages. He cannot earn, or, more properly, cannot obtain enough for his work, to supply his family with food, clothing and shelter. But, Mr. Hadley says:

Digitized by Google

"If a man sends his children to the mills at an early age, it means either that he cannot support his family himself, or that he cares more for a slight increase in his present earnings than for the future welfare of his family." We think it quite probable there are human monsters who would, for mercenary considerations, compel their children to work when able to support them and send them to school, but we hold that such creatures are exceptions, and yet, were it otherwise, the wretched proceeding might be traced to the experience of the father, which had taught him that no enemy is so relentless as hunger and no friend so good as money, and to secure the friend and circumvent the enemy the sacrifice of the welfare of his children is defensible. After all, the cause of child labor, with all its deplorable consequences, is traceable directly to the fact that the father's wages are below the supporting point, and down to the starvation level. To gloss over the facts, to remove in some measure its hideous aspects, or to shift the responsibility from where it properly belongs, statistics are furnished demonstrating that in Europe, people live on less wages than are paid in the United States, and this is done, presumably, upon the principle that "misery loves company," and that A, because he is starving, will be reconciled to his situation if he knows that others are in like condition.

Legislatures are endeavoring to remedy the evil of child labor, by enacting laws with severe penalties attached, forbidding the employment of children under a certain age. Such laws are believed to be philanthropic, and in strict accord with the best interests of society. Nor is this all, but laws are enacted requiring parents to send their children to school. Who is there to question the wisdom of such legislation? But the question arises, if a father cannot support his children by his wages how can he send them to school, or what benefit is a law which forbids their employment, whereby they are able to live outside of a poor-house? Manifestly, under such conditions, legislation only aggravates the evils it seeks to remove. It might have the effect of sending the mother to the mill and thus with the responsibilities of maternity and physical labor send her to the graveyard some years sooner than would otherwise be the case. Such things may be remedies, but if seriously analyzed they will be found little, if indeed any, better than the disease they are expected to cure.

The wrong, the curse is, that labor is not honestly rewarded. Capital, capitalists and the pets of capitalists receive more than their just portion of the wealth which labor creates. Labor ought to receive so much as will decently clothe and shelter it. Labor should be able to keep the children out of factories and shops and at school. Children should be so situated as to have full mental and physical development, and this they would have if simple justice was meted out to working men.

But the skies are brightening. The night of wrong is disappearing. The sun of justice is rising. The full orbed moon is to come. A baptism of joy is in store for the children of working men. The school is doing its work. The newspaper and the magazine, the pulpit and the rostrum are coming to the rescue, and more than all, the ballot will inaugurate a peaceful revolution, and the Truth and the Right are to prevail.

The work of multiplying and replenishing the earth is to proceed, and the children are to have an abundance of food and clothing in this free and heaven-favored land.

It has been shown, time and again, that strikes are terribly expensive remedies for wrongs, whether real or imaginary. The working man who strikes, ceases to earn money, and if previous to the strike, he has been able to lay by a few dollars, they are drawn upon to support him and his family, while the strike continues. If he has not been able to save money, then he

Digitized by Google

and his family must be supported by contributions of friends, only drawing from a fund raised by levying fees, or "dues," when work was in progress. Under the most favorable circumstances, the workingman, while on a strike, is subjected to numerous perplexities and embarrassments, which become more and more serious as the strike is continued. But the facts, so often set forth do not seem to have much weight with a large number of workingmen. Strikes continue to occur. In such cases, there is neither arbitration nor compromise. Neither employer nor employe will recede from their ultimatums. As a result, work ceases, and idleness prevails. Discussion is of little or no avail. A workingman says he is entitled to an advance of wages. The employer replies that he cannot afford to pay it, and will not. The workingman quits work. This done, the misfortune is that, others who are satisfied with their wages are forced into idleness—as for instance the hod carrier strikes for an advance—forthwith bricklayers, plasterers and carpenters are out of work. All their interests are so intimately connected, that if one is disturbed, all are affected. In every instance, a strike reaches far beyond the interests of those who order the strike, until sometimes the business of the country feels the shock, and the consequences defy calculation. In this is shown the dependence of the country upon labor, upon the brawny arms of the workingmen. Such facts show how powerless is money and capital if labor refuses to co-operate with it in advancing the general welfare. Labor comes to the front everywhere, and demands a larger share of the wealth it creates. It demands a more equitable distribution of the money it makes. It would seem practicable to arrive at conclusions embodying justice. The problem may be difficult, but in many instances it has been solved, and employer and employee work together harmoniously; workingmen steadily growing in intelligence, capability to comprehend conditions, demand justice, equity and fair dealing and, until these things are secured, it seems useless to discuss the losses and gains of strikes. In good old colony times, when we lived under a king, the idea was, no taxation—not a farthing, without representation. The tax was inconsequential, but the principal was the thing, and that was what produced the strike. Human nature is always and everywhere the same. Educate a man to know his rights, and he will contend for them though every star in the firmament is made to fall.

BLACKLISTING.

A case of blacklisting is told at some length in a recent issue of the *Railway Service Gazette*, every feature of which is aggravating to a degree rarely encountered in this age of petty despotism. Stated truly the facts are about as follows: A locomotive engineer by the name of Fortunatus Shaber, was in the employ of the Missouri Pacific Railway Company at Hannibal, Mo. "He had served the company since the road was opened so well and faithfully that not one complaint had ever been lodged against him." That is a splendid record. The *Gazette* further states as follows:

> Through the Southwestern strike from March 5th to March 27, 1886, Mr. Shaber stood at his post of duty. On March 27 he was assaulted by the strikers and ordered to quit work, the threat being made that if he did not do so, the strikers would "fix him," "burst his head," etc. He asked permission to carry his engine to the shop. This was granted. He immediately reported to Mr. Peyton, the foreman, and told of the assault of the strikers, and said that he was willing to work but did not wish to have his head knocked off. Mr. Peyton replied that he was sorry, and would try and get some one else to run the engine. In a day or two, as soon as things quieted down a little, Mr. Shaber reported for duty, but was informed that General Master Mechanic Newell had decided that any man who got off his engine in obedience to the demands of the strikers could not go to work again.

Dismissing the question of the right of the officials of the road to discharge Shaber, and admitting that they possessed the right as clearly as the power, they had no right to prevent him from obtaining work elsewhere. This, however, they did do, and when the engineer sought work east and west, he was met everywhere with a refusal, or was discharged immediately after his relations with the Missouri Pacific

Digitized by Google

were known to his employer. Finally, it appears that the blacklisted engineer returned to Hannibal from his fruitless wanderings, and obtained work at $40 a month, accepting such wages on account of his family. He had worked three days, when by the machinations of a man by the name of Frey, he was discharged. In this connection the *Gazette* remarks that "the citizens of Hannibal are very generally interesting themselves in Shaber's case, and it is not improbable that Mr. Frey and other officials will have an opportunity to tell in the courts what they know of this infamous conspiracy to ruin a man, who appears from all the facts thus far developed, to be innocent of all wrong." It is difficult to conceive of such a crime being perpetrated in this country by a great railroad corporation upon a workingman, It has in it such devilish malignity, that an effort is required to give the statements credence, and yet this blacklisting infamy has been going forward for years and many men have been made to feel its crushing, blighting power. What is blacklisting as practiced by Frey upon his victim, Shaber? It is exile from employment; it is poverty, want, desolation and death. It destroys the home, it wrecks the family, it is the climax of cruelty, it is systematized atrocity, and the man who finds himself capable of practicing it is a demonized human. He is more to be dreaded than a man-eating tiger.

THE ATLANTA.

Mr. Jay Gould, is now, probably, the richest man in America. He is emphatically a railroad king. In fact he is king in more than one department of business. Mr. Gould is to have a private palace car, known as the "Atlanta," which, it is stated, will cost $20,000. That is moderate considering that Mr. Gould is worth $100,000,000, possibly twice that sum. He could have had a private car costing $200,000 just as easy as a $20,000 establishment. Mr. Gould has no occasion for studying economy. He can afford to be extravagant. His income is something more than princely. But according to the description given of the "Atlanta," he seems to have disregarded expense and consulted ease and luxury. It is finished with the most costly and beautiful wood; the windows are of the finest polished plate-glass; the chairs and lounges invite to repose; the carvings and ceiling decorations rival the best known to Italian art. Ease, luxury, convenience, and the useful are gorgeously and beautifully blended, and in this car Mr. Gould will make the tour of "his properties" from ocean to ocean. The "Atlanta" is something more than a car; it is a palace, a home, a hotel, and Mr. Gould, when in it, is at home. He rides, eats, sleeps, bathes, receives company and talks business; all this while flying through the country viewing his "properties," and yet, only a few years ago, Mr. Gould was a poor man, his worldly possessions being a patent mouse-trap. How his "properties" have accumulated and how rapidly they are accumulating, and the further exclamation, this is a great country, will be accepted as fact without an element of fiction.

FRANCE wants to beat the world in the matter of the speed of her locomotive, and has therefore constructed an engine with driving wheels, eight feet three inches in diameter, which it is claimed, will give an average speed of seventy-eight miles an hour.

THE harmony which prevailed between the Brotherhood of Locomotive Firemen and the Brotherhood of Locomotive Engineers in the late trouble on the Brooklyn Elevated Railway affords us the greatest satisfaction. First Grand Engineer Ingraham, who represented the Engineers, and Grand Master Sargent, of our Order, went into the fight together, they stood together through the entire ordeal and did all that could be done to prevent trouble and bring about an amicable adjustment. The General Manager not only refused to recognize them, but treated them in a most outrageous manner,

Digitized by Google

and this in addition to discharging the committee made a strike inevitable, and when it came the engineers and firemen followed the example of their leaders and went out together for weal or for woe. While the strike may be regarded as a failure so far as the road is concerned, there was a triumph of manhood and principle, which we regard as being of more consequence than any money consideration that was involved. The men were true to each other, true to their respective Orders, and above all they were true to every sentiment of principle and honor, for which they have been rewarded with the respect and esteem of all right thinking people.

"GOD KNOWETH."

I know not what shall befall me,
God hangs a mist o'er my eyes,
And so each step on my onward path,
He makes new scenes to rise,
And every joy he sends me
Comes as a sweet surprise.

I see not a step before me,
As I tread on another year;
But the past is still in God's keeping,
The future his mercy will clear,
And what looks dark in the distance
May brighten as I draw near.

For perhaps the dreariest future
Has less bitter than I think;
The Lord may sweeten the waters
Before I stoop to drink;
Or, if Marah must be Marah,
He will stand upon the brink.

It may be he has waiting
For the coming of my feet
Some gift of such rare blessedness,
Some joy so strangely sweet,
That my lips shall only tremble
With the thoughts I cannot speak.

O blissful, restful ignorance,
'Tis blessed not to know.
If it keeps me so still in those arms,
That will not let me go,
And hushes my soul to rest
In the bosom that loves me so.

Still I go on not knowing:
I would not if I might;
I had rather walk in the dark with God,
Than walk alone in the light;
I would rather walk with Him by faith,
Than walk alone by sight.

My heart shrinks back from trials
Which the future may disclose;
Yet I never have a sorrow
But what the dear Lord knows;
So I send the coming tear back
With the whispered word, He knows.

Digitized by Google

SKETCHES BY A NAVAL APPRENTICE.

No. II.

I reported on board the ship at the earliest possible hour, being very anxious to commence my career as a full-fledged sailor. The articles for the government of the U. S. Navy were read to me, and after signing them I was informed that I had surrendered my name, and in return had received a number. I was then presented with a station bill, upon which was the number 121, signifying, as I afterward learned, that I belonged to the starboard watch of the foretop and my station was on the fore-royal yard to loose and furl that sail, also to send the yard down and to assist in sending the top gallant mast down. This station bill also informed me that I was a member of Mess No. 3. The station bill, in fact, gives information in regard to all evolutions aloft as well as below. The next step taken was to give me a bag for my clothes and a hammock. The hammock is a square piece of canvas, six feet long and fourteen inches wide, which, after being put in shape, greatly reduces the fourteen inches. So much for the hammock; now my troubles begin. A young man came to me and at once informed me that in order to have free access to my hammock, I must procure a key and ladder. For these articles I was directed to the captain of the fore hold, who, as it happened, was a very large negro, a native Sierre Leon, and a very powerful man. When I made requisition for the above named articles, he at once proceeded to administer a series of kicks and cuffs, not very hard, to be sure, but severe enough to open my eyes to the fact that I was the victim of a joke. After a little rough handling, Joe McCauley, as this negro was named, warned me against doing everything "dat des bad boys told me to do." I acted on his advice as far as possible. By this time dinner was ready, eight bells (12 o'clock) were struck by the messenger boy, and the boatswain's mates piped to dinner; and, let me say that these four mates with their silver whistles make more noise to the square inch than does engine 851 in her sometimes vain efforts to catch second 27 on Sunday mornings. (*Bro. Huntley, of 333 note.*) The next difficulty which presented itself was to find my mess. After hunting around a while, I was directed to a cloth spread out on deck between Nos. 3 and 4 guns on the starboard side of the gun deck, around which I found squatting about twenty boys of my own age, who were to be my future mess mates. I was kindly invited to partake of the meal, which consisted of a pan of boiled rice, one slice of bread, a pan of hard-tack, and about one pint of boot-leg coffee. My appetite not being very sharp, I ate sparingly, thinking at the same time that I would certainly starve if they kept that bill of fare in service very long.

Dinner over, I walked along the gun deck and viewed with a feeling of admiration the bright and glistening stacks of guns and bayonets belonging to the marines, also the broad-side guns, so neatly polished and secured with their immense hawsers and side tackles. Having so much to interest me, made me forget for a time that I was lost to home and friends for a stated term, and almost to forget that I had to submit to the most severe discipline. I was awakened from my reverie by the shrill piping of the whistles and the hoarse "Turn to!" of the boatswain's mates, which meant, as I learned, that the dinner hour had expired and that the afternoon work was about to commence. Owing to the scarcity of ready-made uniforms I was not given an outfit, consequently was not allowed to go aloft to drill. The rules of the navy are very strict in regard to men being aloft when not in regulation uniform. However, as no one was permitted to remain idle, I assisted in manning the ropes on deck. The drill continued until 4 P. M., at which time we again went below to take our evening meal, which consisted of coffee, one-third pound of fresh bread and a pan of hard-tack; supper hour, or rather half hour, was soon over and I was told that we were done for the day. About 6 P. M., we were called to stand by our hammocks by a bugle call, and after hammocks we were at liberty to stroll about the ship, also to go aloft, in order to get ourselves used to working at a great heighth from the deck. The excitement, coupled with the work I had done, fatigued me to such a degree that at 8 P. M. (8 bells) I was glad to *attempt* to turn in. In order to turn into a hammock there are difficulties to be overcome. I will now endeavor to explain as clearly as possible

Digitized by Google

how we arrange matters for sleeping. The beams on the lower decks are full of iron hooks, fourteen inches apart, over each of which is placed the number of the man who is to swing his hammock thereon. These hooks are so arranged as to bring midway between every other man one-half of the hammock swinging below or abaft him, *a la* sardines in a box. This is done in order to economize the room, so as to give the officers a larger space aft. My hook, as it happened, was over No. 3 gun on the starboard side and in such a position as to make it a very difficult job for even an experienced person to vault into a hammock, much more so to an inexperienced person like myself. Well, I made the attempt, and to those who have been there it is needless to say that I landed all over the gun and flat upon deck on the other side. Oh, yes, I was sober. As a natural consequence, I was laughed at and called a farmer, but I held my peace and proceeded to make another attempt. This time I succeeded in landing in my hammock, but fate or some of the boys seemed against me, for just as I thought myself secure, down came the whole business, hammock, boy and all, the small of my back striking across the gun and hurting me severely. I suspected a trick and proceeded to investigate. On examination I found that some one had taken my hammock ring off the hook and had tied a rope yarn on the ring and then slipped the yarn over the hook, that just made it strong enough without my moving about to bear my weight; at the instant I moved, down she came. After seeing things all right, with one of the boys holding onto my hammock, I was soon into it and fast asleep, awakening however to hear the sentry call out "Post No. 1. All is well." During the latter part of the night I slept soundly. Suddenly I heard a noise well calculated to raise the dead—it seemed to me to be a mixed up mess of whistles, fife and drum, bells, and, I guess, voices, yelling "All Hands!" and "Up all hammocks!" I sprang out and proceeded to dress and lash my hammock, which is no easy task to the beginner. The hammock must be neatly lashed with seven turns of the lashing, no ends of the lashing to show, and to be stowed away in the hammock nettings in eight minutes after you are first called. In order to hurry us up, Jack Smith, boatswain's mate of the gun deck, threw open the ports, and the cold wind striking our scantily clothed bodies was disagreeable in the extreme. We were now given a cup of hot coffee, and at 5:30 A. M. (3 bells) were "Turned to" and ordered to wash down. This work I found to be very disagreeable, as we were compelled to work without our shoes. We finished at 5 bells (6:30) and we called to be inspected by the master-at-arms (Jimmie Legs, as he is sometimes called). At this inspection all clothing must be removed excepting the trousers, and you must await your turn until each article of clothing is separately overhauled. Whilst waiting for my turn, I suffered severely from the cold.

After being thoroughly inspected, the order was then given to stand by, to lay over the mast-head, all the starboard watch of boys, at which the boys designated manned the rigging, and at the command "Lay aloft!" away we scampered, and such stumbling and slipping was never seen. Up one side and down the other, and as the last boy landed on deck he was requested to try it again for being so slow. This exercise is a trifle less than brutal, at least to the new boy, as the ratlines (or steps) in the rigging cut through the tender skin on the soles of his feet (which are bare), and almost make one cry out with pain. The port watch was next over the mast-head, and were put through the same programme. The bugle then sounded for gun bright-work. Not having any assigned me, I remained on deck. Each man at a gun has his individual brass to clean, which is thoroughly inspected by the officer in charge of his division. Gun bright-work finished, spar deck brass-work was then ordered cleaned. I did not escape this, as the boys presented me with a rag and some bath brick and set me to work polishing a hatch canopy. Being rather slow at my task, some of the boys kindly assisted me, and we soon had the canopy glistening. Mess gear was then piped by the boatswain's mates. This signal is a peculiar trilling sound of the whistle which means that the cooks must get things in readiness for the meal to follow. This signal is given ten minutes before the actual meal hour. Eight bells

Digitized by Google

(8 A. M.) were then sounded, and as the bugler played the "Star Spangled Banner," the national colors were majestically hoisted to the peak and the boys *rushed majestically* to breakfast. This meal consisted of coffee, one-third pound of fresh bread and a pan of scouce. This latter dish is a compound, complex mixture of hard-tack, grease, water, salt and pepper, and after it is baked it assumes the name of scouce. The majority of my mess mates devoured the scouce with relish, but I ate very little of it, preferring my bread and coffee. Let me say that scouce, when made properly, is a most excellent dish, and I was soon to become very fond of it. Breakfast over, the sick call was now sounded by bugle, which means that all who are sick, lame or lazy are to go below to the doctor, who is to be found in what is called the "sick bay," a part of berth deck set apart for the sick. The names of those whom the doctor finds too ill to work are placed on the sick list, which is posted in a conspicuous place on the quarter deck. These men are excused from all duty.

After sick call, the drummer then beats "to quarters," and the men fall in at the guns to which they have been assigned, where they are inspected by the officer of their division,—clothing, shoes and gun gear being thoroughly inspected. After this inspection the usual daily routine takes place. Having become acquainted with my mess mates, I now began to feel more at home, especially as each day—or, more properly speaking, each hour—adds to our number one or more victims. This latter fact contributed to make me feel quite important, as I was not the greenest "youngster" aboard. The usual every-day life continued without change until October 23d, on which date we were permitted to remain in our hammocks until 7 A. M. This breach of discipline was caused by the severe storm which visited the Atlantic coast at that time, making it impossible for us to be of any service even if we had been on deck. After this date everything went on very smoothly until our captain received orders to proceed to League Island navy yard to provision ship and to proceed to Baltimore. These orders were received by the boys with joy, as we were anxious to tackle the great ocean in one of Uncle Sam's cruisers. On November 5th we proceeded, in tow of a government tug, to the navy yard, and after receiving the necessary supplies we proceeded down the river and bay, and thence out onto the great ocean.

To describe the appearance and condition of this green crew of boys is beyond my power. Suffice it to say that it was truly heartrending to witness the suffering of those who had never seen salt water, but boys will be boys, and to those who escaped the sea sickness this was a rare chance for fun at the expense of those who were unable to defend themselves. So these tough "youngsters" procured pieces of raw pork and strolled about the deck, showing it to the poor sick fellows and dropping it in their faces, etc. If there is anything in this world that will bring on sickness, it is the smell or sight of fat meat. I will say, right here, if a boy who is making his first trip could only get ashore while he is sea sick, he would never venture out again.

We were at sea one day and one night. As we arrived off the capes of Chesapeake the ship was struck by a very severe squall, and, having every stitch of sail set, she heeled over considerably and greatly alarmed the boys, the majority of whom had only the experience which is gained on ferry boats. The loud orders of the officers, coupled with the screaming of the wind through the rigging and the roar of the sea, so heightened the fear of the boys that it was almost impossible to drive them aloft to furl sail. I wager that such furling of sail was never witnessed on a man-of-war before or since, for every few minutes some sail would blow adrift, having not been properly secured, and such a time as we had to capture such beggars description. One incident which happened on that eventful night caused a shout of laughter from all hands,—even the sick boys. We had been firing rockets for a pilot; this failing to draw their attention, orders were given to the gunner to load and fire a broad-side gun. A boy named Doyle, who was nearly dead from fright and sea sickness, was sitting with his back leaning against No. 1 gun carriage, and was not noticed by the gunner. He pulled the lock string, and simultaneously with the report

Digitized by Google

of the gun the form of a boy shot up the fore hatch ladder, and, had some one not caught him, I actually believe he would have leaped over the side. On account of the gale, the pilot boats were snugly anchored under the lea of Cape Henry, and it required several salutes to draw them out, which made our skipper very angry. At last we were hailed by a pilot, viz: "*Ship ahoy!*" Ans.: "*Hello!*" Pilot: "*Do you want a pilot?*" Capt.: "*What in the d—l do you suppose we are hove to for?*" Pilot: "*I am a Norfolk pilot.*" Capt.: "*Get out with you! Keep off! I want a Chesapeake pilot.*" After a while our pilot came out to us, and we braced up and stood up the bay. At daylight we were becalmed, and the captain, being fond of sport, lowered his gunning skiff and pulled away in search of duck. When he had gotten a mile or two away the wind began to freshen, and it was with great difficulty that we picked him up. He was very good humored about it, however. After banging about the bay a couple of days we arrived off Annapolis, Md., where our Naval Academy is situated, but did not anchor. We fired a salute as we passed, which was returned by the naval battery on shore. Our captain being averse to towing, we performed the remarkable feat of sailing up the Patapsco river and alongside of the dock. After mooring the ship to the dock and putting everything in ship shape, we were permitted to rest and cast our eyes around and view what could be seen from the deck, Federal Hill being in plain sight. At Baltimore we lost several boys. Having become tired of a sailor's life, they decided to desert, and though watched very closely, some succeeded in doing so, while others were brought back. Having friends in Baltimore, I was permitted to visit them and thus I had a good opportunity of seeing the sights in the City of Monuments. The principal feature of our stay at Baltimore was our Thanksgiving dinner, which consisted of turkey, mince pies and apples. We certainly enjoyed this meal, as it was quite a change from hard-tack, salt horse, etc. We received a few new shipmates here who were good fellows, and who were destined to remain my shipmates through our entire cruise. Having finished our recruiting, we prepared to leave Baltimore, bound for Washington, for which place we sailed on December 2nd.

Our trip down the Chesapeake was without anything beyond the ordinary life at sea, but after we rounded Point Lookout, which is at the mouth of the historic Potomac river, our troubles began. The river at this point is wide, but with every mile it narrows quite perceptibly, and such tacking and bracing and anchoring and waiting for tides can only be understood by those who have had experience in that line. We occupied nearly a week in getting up to Washington, and it was with a feeling of great pleasure to all hands that we made the ship fast to the wharf at the navy yard. At this place we were doomed to remain and *drill, drill, drill* and *drill.*

Ex-Naval Apprentice.

[TO BE CONTINUED.]

THE HEART'S KINGDOM.

Who that hath seen the face of suffering
With joy illumined,
The patient life of heartfelt offering
By care consumed,
Yet wrapped in holiest atmosphere of peace—
Who that hath felt
The sweet religion of young, smiling lips,
And humbly knelt
Before the sacred shrine of lovelit eyes—
Oh, who can doubt
That heaven is but a kingdom of the heart,
Peaceful, devout?

—Arthur E. Kimball.

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

No. VII.

Having noted some of the qualities required in a boiler, and merely in a casual way, alluding to the fire-box and heating surface, we will pass on to note the attachments to the boiler, reserving the privilege of a return to the fire-box at some future time, as this is in reality the most important part of the whole machine to the fireman. In the first place then, in order to produce steam, we must have water in the boiler, and this is introduced by pumps or injectors. It used to be a custom to have a pump or two, and an injector also on each locomotive—the latter more especially for use while the locomotive was standing still with steam on, but of late improvements have been introduced in injectors, which make them the most economical and practical boiler feeders while running. The action of the injector, and the principle by which a quantity of steam of a given pressure, can be made to mix with a quantity of water and force it along with itself into the boiler, against a pressure as great as the original pressure with which it left the boiler, is a mechanical puzzle, and is a subject which from the nature of the matter is difficult to determine. A number of different theories have been advanced in different publications, to account for this seeming paradox, but it seems that the explanation that the steam leaves the boiler at a high velocity, strikes the cold water in the mixing chamber imparting a large share of its speed to it and thus forcing this comparatively cold and solid water into the less dense mass of boiling water in the boiler, is probably the correct answer. In using an injector we have a number of wheels and axles or really levers of two first-classes to operate. The first or globe-valve located at the top of the boiler, or in the side of the steam-dome admits steam into a pipe, which conducts it to the injector. This valve combines the principles of the first two levers, for while the center of the spindle is the fulcrum, the wheel forms a continuous lever, or if it is only a handle it is a simple lever. The thread and seat of the valve are formed on the side of the spindle surrounding the fulcrum, and while one part of the resistance is between the power and the fulcrum, the other part is on opposite of the fulcrum from the power. The lifting jet handle, "steam ram," and "water ram" are levers of the same class, and complete the mechanical part of the injector; the pipes simply acting as receivers and conveyors from one reservoir of cold water to another one of hot water. Each of these valves have stuffing boxes to receive packing, and compress the same by means of threaded nuts, thus bringing into play another of the mechanical powers in each case, namely, the screw. This, also, is brought into use on each spindle to bring the valves to a seat or away from it.

Pumps have to be equipped with as much or more pipe in addition to as many and more valves, several chambers, a plunger and its connection to its source of power. They are generally furnished with a tank valve operated by means of a double lever sliding up an inclined plane. Center of shaft the fulcrum, the place where it touches the incline the resistance to movement and the handle the lever. Next we have a lazy cock or heel cock as it is known in some sections, this with its auxiliary levers are levers of the first-class, the handle on one side with the power applied to it, the resistance on the other side with the fulcrum between. After passing these valves the water reaches the first air chamber (on most pumps) and passing this reaches the first or receiving valve, which it raises by the weight of the water pressing behind it, when the plunger of the pump is drawing ahead and creating a vacuum. As soon as the plunger commences to return the pressure it brings to bear against the water, causes the valve to close (as it only opens inward), and the water thus imprisoned between the valve and plunger, is forced to seek another outlet, which it finds by the so called discharge valve. Passing through this as long as the plunger is on the return stroke, just as soon as that stops, the water above the discharge valve presses that shut and prevents its return. The barrel of the pump is again filled through the receiving valve, and this in its turn is forced through the discharge valve, and when the pipe is full it finally passes through the check valve into the boiler. It will thus be seen that the pump is intermittent in its action, forcing water only half the time or hardly that for a part of the stroke is used to open and close valves. This intermittent action is a severe strain on the pump and its connections, and hence air chambers are introduced to cushion the impact, but even this does not altogether remedy the matter, for with the best arranged pumps there is more or less clatter and jar.

As the injector is continuous in its action, working without a jar, and as it can also be graded to a nicety, it seems destined to supercede pumps in a short time, and in fact nearly all new locomotives are now turned out with injectors only, to supply them with water.

Where pumps are in use it is necessary to

Digitized by Google

have heated valves with small pipes to connect them with the feed pipes, by means of which the latter are kept from freezing up. These heated valves were and are levers of the two first classes. This relates to the admission of water to make steam. We must now treat of such attachments as relate to emission of water as steam from the boiler.

The blow-off cock located in the leg of the boiler is generally a taper-plug-valve actuated by a short lever and working as a lever of the two first classes. It is used to blow-off the boiler, and from its location discharges much of the sediment which is deposited in its vicinity, but will not of itself be enough to keep the boiler clean, even if it is used very frequently. In instances of injudicious pumping, it is also a very convenient way of letting out surplus water, which might do damage if it were forced to go through the steam-valves and cylinders.

The pop-valve on the dome is held down to its place by a cross-bar, which is adjustable by means of nuts on threaded studs, thus forming a combination of a lever with screws. The amount of pressure the pop will restrain is graded by the compression of a spiral spring, one end of which bears on the valve and the other against the adjustable cross-bar.

The safety-valve, also located on the dome, is an additional guard against excessive pressure, and instead of using a spring direct it uses a lever of the second-class, with its fulcrum in a double eye bolt. The power necessary to keep the valve to its seat is obtained by a spring connected to the other end of the lever, and the valve is between the fulcrum and the power. In stationary boilers weights are used instead of springs, to obtain the needed pressure on the valve, but in locomotives weights would not answer the purpose, as they would be liable to oscillation and misplacement, by the continued sway and jar of the machine in its rapid movements.

The whistle is also located on the dome and is generally operated by a compound lever, for as the valve must be pressed down against the steam-pressure, it follows that a lever of the first-class must be moved up on the other end to obtain this movement. As it would be awkward to push upward on this lever it generally has another lever of the first-class attached to it, so that by the depression of one end by the hand the other end is raised, and by means of a suitable connecting rod communicates the same upward motion to the end of the first lever.

The blower (a sometime needed, but more frequently much-abused attachment,) is located in the top of the boiler, and is by its wheel to be classed with the two first classes of levers. It has also the threads and threaded nuts making it a combination of lever with screws and pipes for conveying the steam to its destination in the front end, where by means of its velocity it produces the required drafts on the fire to get up steam.

We have still another attachment to the boiler and one by which nearly all of the steam is (or at least ought to be) released, and that is the throttle-valve but we are admonished that space in the *Magazine* is not without a limit, and we will therefore consider this in our next paper.

MANHATTAN RAILWAY COMPANY,
NEW YORK, July 4, 1887.

MR. EDITOR: This is "ye glorious 4th of July," and I don't know any way to celebrate the day better than by trying to answer some of the queries in the July number of the *Firemen's Magazine*.

"Vulcan" seems to think he can run an engine having an eccentric on other than driving axles, with her side rods off. Such an engine in that condition, not only cannot be *run* any distance under steam, but she cannot be *towed* nor run down grade by gravity with throttle closed without blowing off steam chests or cylinder heads. Every locomotive, running under steam, slips her wheels more or less on the rail every revolution she makes. *This is an established fact;* then, how far will an engine go before her main wheels get so far ahead of the eccentrics that she will be reversed in valve motion? Again, all locomotive wheels are more or less conical on the tread. In moving along the rail, either towed or by gravity, there is a constant lateral play of the wheels on the track; this lateral play will very soon even on a tangent, and much sooner on a curve, throw the wheels out of tram, and how can an engine run when the valves are moving directly opposite to their proper direction?

"Vacuum" asks some questions about the pump and vacuum brake. I will do my best to make myself clear on that subject. In 1643, (A. D.) Gerricelli, a pupil of Galileo, who barely escaped being burned at the stake by the Fathers of the Church for promulgating the theory of the rotundity of the earth, and its revolution in space on its own axis, which knocked the people from under their story that the earth was a level plain resting on four elephants, they in turn standing on as many tortoises; what the latter stood upon they could not tell and forbade inquiry. Well then! I'm getting off into theo-mythology. Gerricelli conceived the idea that the atmosphere had weight or pressure. To verify his belief he took a glass tube of about 36 inches in length and closed at one end; turned up the open end and filled it to the top with mercury (quicksilver) then closing the open end with his finger he inverted the tube in a

Digitized by Google

vessel of mercury and removed his finger, when he found the mercury in the tube sank until it stood in a column close onto 30 inches high. Weighing this column he found that a body of mercury 1-inch square and 30 inches high would weigh 14.7 lbs., which gave him the force with which the atmosphere at sea level pressed on each square inch of the surface of the mercury at the base of his tube. When this discovery was made known in France, Blaise Pascal, a French scientist, made a further test on the top of a high mountain, where the air was not so dense, and found the column of mercury was not so high. To still further test the theory Pascal in 1646 made another test with wine instead of mercury, reasoning that if the atmosphere really did hold up a 30-inch column of mercury it would sustain a much higher column of the lighter liquid. As a result he got a column of 35 feet, which was just fourteen times higher than the mercury; and, as mercury is fourteen times heavier than the wine he used, the question was forever settled.

Vacuum gauges, so far as I know, are not marked in pounds, but in inches up to thirty. Every two inches represents one pound, giving fifteen which is the accepted pressure, in mechanics, of the atmosphere at sea level. The atmosphere gets its pressure from precisely the same source as any other matter, viz: the heigth of the column. The barometer will indicate a greater pressure at the bottom of a deep well if it be below sea level than it will at the top.

When a pound weight can be made to weigh more than a pound, then can you get more power from atmospheric pressure than it contains; and that's a bone for Vacuum's friend to pick.

Atmospheric pressure is an important factor in the locomotive engine. Without it there could be no pumps, injectors, vacuum brake, nor benefit from the exhaust steam. The word suction is much used. I think it should have no existence outside of a barroom; and then only to be applied to the fellow waiting to ring in on the drinks. Suppose a board be stood upright on the ground, and to support it in position you lean against it at proper angle—one on each side—two poles; these poles sustain the board in its position; now remove one of them and the board will fall towards its unsupported side. Did the pole you moved away suck the board towards it, or did the pole remaining against the board push it? If your tender were quite full of water and *air tight*, could you get any kind of "suction" on it with pump or injector that would supply your boiler?

Let us look at the action of atmospheric pressure in feeding water to a pump or an injector. The water is at its level, the feed pipe and pump chamber are full of air at normal pressure; you start your pump and the plunger is withdrawn from the barrel, the air therein being expansive "spreads itself" to fill up the space occupied by the plunger and of course lowering its pressure and the weight on the receiving valve; the air in the feed-pipe being the strongest raises the receiving valve and rushes in, by expansion, to the pump barrel until pressure is equalized and the valve falls to its seat; now all the air in feed pipe and pump being below that on the outside, the latter in the endeavor to equalize presses on the surface of the water and raises it to a slight degree in the feed pipe. The return stroke of the plunger finds the pump full of air at a little below normal pressure, which it compresses to above that in discharge valve which raises and allows it to escape to the discharge pipe or by way of the "pet cock" in pump chamber. Each succeeding stroke of the plunger repeats the operation until the air in feed pipe and pump is so far reduced below the atmospheric pressure that the latter in its effort to restore the equilibrium forces the water up to the receiving valve and the pump goes to work. The same is the case with the injector, only the priming jet acts as a continuous withdrawal of a plunger. The vacuum brake, injector, pump and exhaust steam in the stack are all generated by the same principle, and would be useless without it—except the pump under certain conditions. Boys don't take my word for the foregoing, but study it out and convince yourselves!!!

"Coal Heaver" asks why a locomotive slips more in backing up than in going ahead—no sand being used. Is such the fact? Settle that point first! My forty years experience about locomotives never led me to suspect it to be so. I have met engines that performed that way but always found it due to some cause not inseperable from the machines; as, for example, difference in set of the valves. *E. J. Rauch.*

MR. EDITOR:—"*Vulcan's*" review of the Mechanical Department of previous *Magazines*, in July number, has just come to hand.

He concedes all that I have contended for, to which this is a reply, on page 397, July number, twelfth line, where he says, "*The wheels on the rail are in reality a lever, with its fulcrum or point of rest on the rails.*"

Assuming as I have heretofore stated, and that he refers to the drivers of a locomotive, for the reason, that all wheels but these exert us leverage, as they are only carriers, and that the drivers are four (4) feet in diameter, does he mean to be understood that if he had a crow-bar one (1) foot from the rail, the lower limit of the crank-pin, that he can lift as much as he could if it was three (3) feet, the upper limit of the crank-pin? If he can please tell us how,

Digitized by Google

and explain if there is "*not one strong and one weak point.*" If he will refer to May *Magazine*, page 269, he will find in figures one and four, an illustration of meaning. "*Vulcan*" speaks of the "push or pull of the piston," certainly figure one from cross-head to crank-pin exerts more power than in the position of figure four, the first having the pull, and the last the push and purchase on the rail, and in a line with the earth that causes the rocking of the smoke stack from side to side.

I trust that I shall have no cause to trouble Vulcan, or the Brotherhood, further on the "*Hammer Blow*" question, except incidentally or in reply to inquiries; when the same is *absolutely weighed* and reported on will be time enough to renew the subject as a main question. Railroads, railway commissions, bridge and locomotive builders and steel rail makers are now, that the attention of the public is being greatly attracted to this subject by many and serious accidents, like those at White River Junction, Vt., and Bussey Bridge, Mass., and their direct application, as in the last case, to the pockets of share-holders, will induce them to order the tests made to determine and settle this important question of the *Hammer Blow.*

My good friend "Vulcan" must have been on an expedition "on our western river bottoms" probably interviewing some locomotive that may have got there by "nosing round," "wee-wahing" and "hammer-blowing;" joking aside, won't he show us by some *good* authorities, or argument, that these things do not exist, let him try and match mine, June *Magazine*, page 339, on the other side of the qestion.

A locomotive, her drivers jacked up *off* the rail is a *stationary engine*, and has only the *speed* of *rotation*, placing a belt on the driver and measuring power will not give earning power to it as a locomotive.

The one single point of the driver in contact with the rail, its traction measured by the weight resting upon it, is the limit of the power which can be exerted until momentum has been acquired; while the belt with a binder may be kept in contact with almost the entire surface of the circumference of the wheel, say twelve (12) feet.

A locomotive with the drivers in contact with the rail, and moving upon it, adds the *speed of translation* to the *speed of rotation*, the "*earning motive power of railways,*" it thus becomes as contra-distinguished from the *stationary engine* what "*Vulcan*" himself has well described it, the engine ceases to be an *engine*, and becomes a *locomotive, a machine capable of moving from place to place.*

On page 395, July *Magazine*, "*Vulcan*" says the fulcrum is "the distance the pin is from the centre of its axle, which *forms* the fulcrum of the lever," in this case the pin is the fulcrum, in the first paragraph of this article it is the rail, one must be correct, both cannot, which is it? Apply this reasoning to the stationary engine and the fulcrum is the lower half of the axle in contact with the axle box, the crank-pin the end of the lever or crow-bar, making a like application to the locomotive and the point of the tire of the driver in contact with the rail is its fulcrum, the crank-pin is exerting power in varying degrees of leverage from its lower to its upper limit except when it is on its forward or backward centre and reversing its movement.

A friend of mine, a civil engineer, inspector of, and having charge of bridges, especially iron ones, on one of our first-class railways, recently asked me how I could make plain to him that a blow was struck, as he made no pretense of mechanical knowledge as to mechanical action in these matters. Shortly after our interview I was visiting the Philadelphia Zoological Gardens, when we came to the large cages of what Artemus Ward called "a festive Kus," the kangaroos, I thought after seeing one of them jump I had a good illustration for my civil engineering friend, and as he takes no exception so far, I will use it here for the benefit of "Vulcan" and the Brotherhood. Referring to page 398, July *Magazine*, and using Mr. E. J. Rauch's illustration, it will be the better understood, assuming that A is the rail, and from A to A is one revolution of the wheel, and that the arc line G is the line through which a given point on the wheel moves. Now place the kangaroo on his haunches at A, and making a jump he lands at A in a line corresponding with arc line G, the limit to which he rises is the top of the wheel, in one-half of its revolution by power and momentum, and the other half by having spent the forces exerted and gravity added, which brings him to the rail at A; this movement answers to that of the locomotive's counter-balance. After the weight has once started were the rail removed this arc G would form a line as much below the rail as above. See illustrations and explanations in Cloud's "Shocks on Railway Bridges," and "Steel for Bridges." If our kangaroo should strike the rail at the speed of a mile a minute, he would know something about the "*Hammer Blow*," but he would have this advantage, he has his own elasticity to cushion on. So the 300 pounds of counter-balance in each driver is a "rotary trip hammer," moving as described, with no elasticity within itself, but must trust to what it finds in rail, ties, ballast, frozen earth, or bridges.

My civil engineering friend is now considering the question, which would hurt the kangaroo the most, to raise himself vertically by a jump to the top of the wheel and striking the rail on the return, or to strike it on the line of the arc G as I have described and shown.

Another suggestion may be in order for

Digitized by Google

"Vulcan's" consideration, he concedes that I am right in the assertion "that the part of the wheel in contact with the rail is at rest," then I would ask if the same power is exerted when the counter-balance of 300 pounds is at its upper limit moving at the speed of one hundred and twenty (120) miles per hour? "the bottom being at rest," i. e. the speed of the train being at a mile a minute.

In further reply to "Vulcan" as to the question of the endurance of bridges to withstand such blows, I would say, as I understand the rule in going over bridges, it is to reduce speed, shut off steam and *roll* over. Mr. Cloud's figures are that an increase of speed of ten (10) miles per hour, say from fifty (50) to sixty (60) increases the blow forty-four (44) per cent., it is *speed* and *hammering* which determines the blow, therefore under these conditions bridges *might* stand, and many, very many do, but some don't. Certainly, Ashtabula, The Tay, Bussey and many others *did not*. The engineer and fireman of the locomotive which passed over the Bussey bridge both agree that the locomotive was the cause. "The engineer testified that when he struck the bridge everything seemed to be all right; that he did not notice any settling or swinging, but when he came to the Boston end of the bridge he saw the forward end of the engine come up with a jar, and when the drivers came along there was a shock." (From a report of the Massachusetts railway company.)

"Vulcan" having struck the usual defense of some scientists, *and others*, "the diurnal revolutions of the earth," if he will tell me which pole of the earth, north or south, it rests on, I will try and answer further. I concede that the rail and locomotive, if at rest, move with the earth, but that if the locomotive moved only with the *earth* and *rail* it would *itself* be *standing still*, therefore it would never get there, but it does. "So seeing is believing." Cannot you get Vulcan, who criticises us all so ably and fairly to give us his real name and oblige,

Truly yours,

William E. Lockwood.

GLEN LOCK, PA., July 4, 1887.

MR. EDITOR:—The warm weather of the past few weeks seems to have some effect somewhere, for the "boys" appear to have just "warmed up" for the work in this department, for the August *Magazine* comes to us with a larger batch of communications than ever before. We hail the appearance of many new signatures with pleasure, and hope that having commenced to write, they will continue to favor us with their ideas on the various subjects presented from month to month.

No. 88 must certainly be mistaken, when he says "that the eccentric was set correctly," and that "the locomotive would only move six inches either way" and that without opening the throttle. If the eccentric had been properly set, and everything else in proper shape, she ought to move just as freely afterwards as she did before. Some other part must have been broken or damaged, perhaps the eccentric rods or straps.

"Eccentric" still hammers away at "East Line's" wheel query, and refuses to be convinced except by "East Line." Hope "East Line" will raise and explain to him, so that we may have peace, as none of our arguments seem to have any effect on "Eccentric." I cannot concede to him that the points of contact is the axis of motion for his spool, for the spool does not revolve around that point, but rolls away from it as the thread is pulled. See also my reply to Mrs. Lockwood in August.

Mr. Rauch gives us some more of his experiences in mechanics, and is as entertaining as ever. It is indeed true that much time is wasted in discussion, which might be saved if the subjects were established as facts in the first place and thus furnish substantial basis for argument. Mr. Rauch's opinions on some of the new fangled notions are certainly correct, and while he does not stand in the way of improvement, he would simply deprecate innovations, which would be retrogressive instead of progressive. His experience with the introduction of a new class of locomotive is amusing, but points a moral which most inventors will have to learn, if they wish to make headway against self-interest and established machinery in the hands of powerful companies.

We welcome F. X. H. among our new contributors, and feel especially gratified to find "Frank" so fully in accord with the answers we have before given "Poly" and "Vacuum," and the comments we have bestowed on Mr. Rauch's contributions.

"Stationary" is also one of the new hands, and we are glad to hear him, even if he is not one of the "boys." I believe also it is best to have the suction pipe of an injector somewhat larger than the discharge pipe.

"Ben Zeen" is also one of the names that has not "*been seen*" in this department before, nevertheless we hope to see it again. His answer in regard to admission of air on top of fire and on combustion in the flues, corresponds with the ideas expressed by all up to date, and must therefore be nearly correct. In regard to the cross-head question let "Ben Zeen" most emphatically assure those engineers, *that it does move.* So far as the locomotive is concerned, the cross-head moves ahead on the guides, when the machine is running in forward motion, from the time the pin leaves the back center till it reaches the front center; from the front center to the back center the guide is shoved

Digitized by Google

ahead on the cross-head. So far as the ground is concerned the cross-head does not stop but travels ahead with different velocities. See October *Magazine*, 1886, page 593, for a full answer.

"Noname" gives a scientific answer to "Trunk Line's" query, in regard to air on top of fire, and combustion in flues and asks whether a Westinghouse air brake will pump more pressure on the air gauge, than is on the steam gauge. I do not think they will, for as near as I can judge the pistons are of the same size, but if the steam piston was larger than the air, more pressure could be obtained, the amount depending on the relative proportions.

"Cab Stay," I hope, will also prove his "staying" qualities by continuing with us in the future. While he agrees with me on the "East Line" puzzle, and on "Trunk Line's" combustion queries, he thinks with "Throttle Gland" that a locomotive could not be run in the condition described, because the least slip of the drivers would derange the working of the machinery. While fully concurring in this, I said she could be moved, if the wheels were not slipped, and I am sure that she can be moved without a slip, by many men. Some men, however, do not seem to be able to move a locomotive, under any circumstances without slipping and sliding.

"Budd," also one of the new contributors, is satisfied with the answers given on "East Line's" puzzle, but asks the question I anticipated "East Line" would ask, namely, whether a pair of wheels under a locomotive would roll in the same direction, when subject to a pull by means of the main rod, as they would if laying on the track loose, and pulled with the rope. A locomotive disconnected on the left side and run by the right side will run backward, if steam is given to the cylinders. This as opposite to the action of the loose wheels, for they were to approach by a pull on the rope, and these roll the other way by steam admitted so as to pull on the rod. The reason that the wheel and locomotive run away from you lies in the fact that the lower part of the wheel is standing still. The back part is open and steam admitted will fill the space between the piston and back cylinder-head. As the piston cannot move without slipping the wheel, the steam exerts its power by pushing against the back cylinder head, thus as it were pushing the locomotive backwards, but as the locomotive cannot move back without the wheels going along, the wheel is rolled backwards also, still giving more room in the cylinder for the steam to fill, until it reaches the end of the stroke. Of course it is plain enough to see how the backward motion is kept up from the front center over the top to the back center, but from there to the front center the motion is not quite so plain, but nevertheless I hope "Budd" will understand. I cannot see that the condition of the nozzles can have any influence on a locomotive's slipping.

If the reverse lever of a locomotive was broken the links would drop into full gear forward, and she could be run in that condition, in fact would pull her train, and could be run to advantage by inserting blocks between the top of the link and the link blocks, and securing them. The size of the blocks would determine the point of cut-off. Perhaps as easy a way as any would be, to thus take a train or a few cars at least, (if no brake is on the drivers) to bring the locomotive to a stop when wanted.

"E. P. B." agrees with me in answering "B. & O.'s" query about a direct motion locomotive, and leaves nothing more to say on that point, as his explanation covers the whole ground.

In answer to "J. W. M." I would say that the movement of the top of a driving wheel is not on account of the piston, for all wheels have that same motion, whether driving-car or wagon-wheels. The fact is apparent that the part of the rim of any wheel touching the ground is at rest, the axle will travel at the speed of the vehicle, and as the bottom is at rest the top part of the wheel, just opposite the point of contact has to move twice as fast as the axle, (not twice as fast as the bottom as Mr. Lockwood has put it several times). Each part of the wheel thus in its turn comes to a stop as it touches the ground, leaves it with an accelerating motion until it reaches its greatest velocity at the top, and then again moves toward the lowest point with an ever decreasing speed, till it touches the ground and stops for an instant.

"B." from Texas is also a new initial for this department, and agrees with us in the crank-pin and wheel question. In regard to the strongest point in the revolution of a driver we also have the same opinion but "G." gets there by a false reasoning. He says "the wheel represents a lever, the axle being the fulcrum, the crank-pin the point where the power is applied, and the tire where it touches the rail, the point where the weight rests." Now I agree with him that the wheel is a lever; the *center of axle* the fulcrum; the pin the point where power is employed but while I admit that the weight rests on the rail, I must beg leave to differ that this is not the place where the resistance to movement meets our power. I locate the resistance or weight, in the boxes surrounding the axle, as it is by their means that the drivers transmit their forward motion to the frame, and by means of the draw-bars to the train attached. I have before stated that the locomotive is in full possession of its powers as a machine, when jacked up, having its leverage, fulcrum and

Digitized by Google

resistance and when touching the rail it remains the same, but the bite it gets on the rail, which acts like a brake on the fly-wheel of a stationary engine, either brings it to a stop from lack of power, makes it slip on the rail or causes it to move along on it when its adhesion is great enough to overcome its inertia.

"Amboy Division" tells of a Jersey genius' invention, to help locomotives up steep grades by a stout rod attached to the cross-head. As the cross-head never stops in its forward motion so far as the ties are concerned, I fail to see that his rod would ever get a bite, to shove up the hill with. The problem of mileage is a good puzzle, but when you remember, that it ever requires a certain proportion of each kind to keep up the average, we find that in making the run at the rate of two miles in five minutes his thirty minutes, three minutes to the mile, would make ten miles while his thirty minutes, two minutes to the mile, would make fifteen miles. To run them on an average we have ten slow miles against fifteen fast miles; take ten slow miles and ten fast miles it would make ten times five minutes or fifty minutes. We have now five fast miles over, but if we run them as an average two and one-half miles will be run in slow time, and two and one-half miles in the fast as they were at first reckoned. The loss therefore comes in because there are not an equal number of fast and slow miles to make an equal average for the whole run.

Vulcan.

MR. EDITOR:—I have a friend who claims that increasing boiler pressure does not affect the temperature of the surroundings, after a certain pressue has been reached; so to convince him and better satisfy myself, I produced the experiment by hanging a thermometer in the shade which stood at 88° throughout the test of some four hours duration, placed another thermometer on the boiler-head above the water line and commenced taking readings at twenty-eight pounds pressure, per gauge, which gave the following:

BOILER PRESSURE.	THERMOMETER READ.
28 pounds	115 degrees
31 pounds	116 degrees
38 pounds	122 degrees
48 pounds	125 degrees
58 pounds	129 degrees

Thus showing that varying the pressure in the boiler thirty pounds with a corresponding temperature of thirty-two degrees in same, gives an increase of fourteen degrees to the thermometer hanging on the head of the boiler, a ratio of about one half, showing that surroundings certainly are warmer under these conditions. However, placing this boiler in a room of certain dimensions and placing this same thermometer on the walls instead of on the boiler-head, would not give the same ratio, nevertheless it would be in that direction.

In answer to "Nonames" question, on page 467, of July number, about air pumps, I will say, that with the Westinghouse "Standard" pump it would be impossible to get an air pressure in excess of the boiler pressure, although with his new pump designed for freight service you may be able to get air pressure in excess of the boiler pressure, and with his "Standard" Narrow Gauge pump it is impossible to attain air pressure equal to boiler pressure, which in all these cases are due to the relative size of steam and air cylinders. Now that we are on the subject of air brakes, will some one please tell me the number of pound's reduction the engineer's gauge would indicate to compress the "graduating spring" of a triple valve, sufficient to give wide open port between auxiliary reservoir and brake cylinder? Not including the pressure, the gauge would indicate to cause the piston and valve to move until it comes in contact with said spring, unless you so desire, and if so, give their amounts separate.

In answer to "Firemen's" question regarding "the comparative size of the suction and discharge pipes of an inspirator or injector." I will say, first, since both instruments depend upon the "velocity and weight of water" for their working, it is evident that these principles should not be retarded by friction of too small a discharge pipe, and when working under a head of water (from a tank which is above the level of the instrument) cannot be too large, while on the other hand either instrument laboring under any amount of vacuum due to lifting water from a well or tank (below the level of the instrument) retards the working conditions and can be overdone by too large a suction pipe, consequently too large a suction pipe and too many right angle turns in all pipes are detrimental to good results. The latter will reduce the capacity of either instrument about two and one-half per cent. for every turn in the pipes. However, I may add that the inspirator will meet with more unfavorable conditions in this respect than the injector.

In reply to "Vacuum's" questions, I would agree with his friend when he says "there is a force exerted greater than just what is necessary to create a vacuum to draw water from a well to a pump. However, it would be useless to discuss the matter farther, not knowing the speed and design of the pump, with other data, etc.

In regard to the power of a vacuum brake, assuming the diaphram to be eighteen inches in diameter and under a vacuum of

Digitized by Google

twenty-eight inches (fourteen pounds) you will receive about 650 pounds to each diaphram which amount is moderate for such an area and due to the outer circumference being stationary.

In answer to the question, "why does a vacuum gauge indicate thirty pounds," I will say that in cases where accurate measurements are desired, a glass column of mercury is used and at a perfect vacuum the liquid will stand thirty inches high, hence twenty-eight inches equal fourteen pounds, and so on, and since it would not be practicable to carry glassware and mercury on a locomotive, they simply substitute a seamless brass tube gauge which resembles a steam gauge except it is calibrated in inches instead of pounds and indicates the vacuum quite as well. *Poly*——.

Review of Mr. John A. Coleman's Address.

(Page 468,) August Magazine.

MR. EDITOR:—"We burn coal; that is we think we do." "We think that because coal is consumed it necessarily is burned, but such is frequently very far from the fact." It is evident that Mr. Coleman thinks there is quite a difference between consumption and combustion, and as this is right in our line of business a careful review of his remarks may prove beneficial to such of our members, as are inclined to think and ponder on the problems, which force themselves upon our notice from day to day, and probably no subject is of greater importance to the fireman, than the rules which govern a proper combustion of the fuel we handle.

"When we shovel coal upon the grate-bars and ignite it what happens first? We separate the two constituents of the coal, the carbon from the hydrogen. We make gas works."

Mr. Coleman then states that neither carbon nor hydrogen will burn by itself, but when air containing oxygen is allowed to mingle in proper proportions with the carbon and hydrogen it will produce heat, but in order to do this it requires time, space, and a certain quantity of heat. Mr. Coleman refutes the theory advanced in Mr. Chas. G. William's treatise on combustion, that cold air (being more dense than warm air), and thus containing more oxygen was the best to feed into a fire. Every fireman will probably be able to speak from his own experience in this matter, for all know well enough that it is not near as hard work "to keep them hot," when the air which passes through the fire is warm, before it reaches the fire-box. The time required for proper combustion can of course not be arbitrarily fixed, because of the ever varying quality of the coal and the differing conditions under which it is used, but must be left largely to the judgment of the fireman who ought to be on the alert, to get well acquainted with the action of his particular locomotive, so as to be able to distinguish the exact point at which to replenish his fire, making sure that the coal has given up as much of its vitality as possible, before covering it with new fuel and thus hindering thorough combustion. Space is mentioned as one of the adjuncts, but this is something which we cannot alter, as we have to take the fire-box as we find it, and make the best of it, whether it be large or small. On stationary boilers, where space is no particular object, it will do to extend the grate-area indefinitely, but in locomotives there are certain well-defined limits to the size of the grates, hence the introduction of the exhaust into the stack to produce a fiercer draft and thus really obviate the increase of grate-surface, but while this adds in one way it detracts in another, for it shortens the life of the fire and makes the consumption to quick to obtain a thorough combustion of the fuel.

Mr. Coleman then gives an account of some experiments made by him for the Italian government, (page 469, August *Magazine*) to which particular attention is called. The conclusion arrived at is worth repeating and committing to memory. Mr. Coleman says:

"The grand secret of the success of that Wooten engine (? locomotive) was the enormous area of the grate service, being, if I remember correctly, seven feet by nine feet, permitting thin fires to be carried and complete combustion to be obtained before the gases reached the boiler tubes. An enormous crown sheet was presented and that is where the bulk of the work of any boiler is done. Thin fires accomplish this. As already stated a given amount of coal generates a given amount of gas, and this gas requires a given amount of air or oxygen. This air must be supplied through the grate-bars and then pass through the interstices of the mass of heated coal. It requires about ten cubic feet of air to consume one cubic foot of gas." "We find if we use 'pea and dust' coal an extremely thin layer must be used or the ten feet of air per foot of gas cannot pass through it; if 'chestnut' coal be used the thickness may be increased somewhat; 'stove size' allows a thickness of six inches and 'lump' much thicker if any man could be found who would use that coarse, uneconomical size."

This being the conclusion arrived at by Mr. Coleman, after an evidently careful study of the subject, it remains for the firemen to test the matter and see whether his conclusions are correct, and if so, to regulate their practice accordingly. If a fire a foot deep on an average will make steam, it must be wasteful to burn a two foot fire or more, as is done by many. They not only waste fuel but add to their own work by shovelling a large quantity of coal, which is

Digitized by Google

not burned and which adds nothing to the steam. While a locomotive in good shape should make plenty of steam with a good fire, averaging a foot thick, yet instances may and no doubt do exist, where it is necessary to carry a great deal heavier fire in order to get along, but in most of these cases a proper adjustment of the draft-pipe, would make a great difference in the use of coal. An instance of this kind is called to mind now where a locomotive was known to actually waste more coal than she would burn; the fireman was obliged to "clean" fires from five to seven times a day and yet have but little steam. The same locomotive was by a simple adjustment of the draft-pipe converted into one of the best "steamers" on the road, and used only about (⅔) two-thirds as much coal as she had consumed before, and nearly cleaned her fire herself, at most once a day was all it was necessary to clean it. The fire could then be carried about six to eight inches deep in front, rising to about sixteen to eighteen inches near the door, or averaging about twelve inches all the way through. These suggestions are presented in the hope that some one may be benefitted and helped to a better idea of the laws of combustion, and divested of the erroneous impression, that the thicker and heavier the fire the more steam they will have, or the better firemen they will prove themselves to be.

ORTONVILLE, July 16, 1887.

MR. EDITOR:—Since the advent of the Mechanical Department in the *Magazine* I have found it a source of pleasure as well as information. Pleasing in the thought that one who loves to read and digest anything pertaining to sciences has a vast field for operation. Information, for the one who wishes to learn its secrets.

But one thing that seems strange to me is the comparatively few papers on the subject of combustion. Now, we, as knights of the scoop, should give as much attention to the study of this subject as to the machinery of the locomotive. For is it not as essential? I think it is! One should not be content in being able to throw a scoop of coal in each corner and one or two in the center, and keep the pointer around to "a hundred and enough" then to climb up on the seat box in a tired sort of manner and to wonder how long before he will have get down to put in another fire (as I am sorry to say, is too often the case with firemen) or to know what kind of material is best adapted to clean brass without hardening it, but he should study the phenomena of combustion in the fullest sense of the term.

I am aware that there are great differences in firing by practice, or more properly speaking, with the scoop, and firing by theory. Yet when both are combined, surely it ought to aid materially in the saving of fuel.

I have read E. J. Rauch's papers on that crank pin question; also his answer to B. & O., and think he could enlighten some us on the proper combustion of fuel.

At any rate let some one put the ball a rolling, giving the area of heating surface required as compared with the dimensions of cylinder. And why, in opening the fire box door, a trifle after putting in a fresh fire, will it consume the fuel to better advantage; how the oxygen admitted through this opening combines with the fuel and oxygen admitted through the dampers; also the result of this combination. The subject of combustion is a proper one for our *Magazine* and should be given space as well as time.

I think "Vacuum" is right in regard to the force applied in raising water in a suction pump. It is all used in exhausting the air from within the pipe leading to it, whence the pressure of air on the surface of water forces it up into the pipe to a point where the downward pressure of the water in the pipe, at a level with the outside, is equal to the pressure of air. Water raised higher than this point must be done by applied force directly upon it.

To illustrate: If a tube, open at both ends, be attached at one end to an air pump, and the other end be inserted under the surface of mercury, then by working the pump the mercury will rise in the tube as the air within is diminished. If the air could be entirely exhausted the mercury would rise to a height of about thirty inches. The specific gravity of mercury being 13.5, water would rise about thirty-three feet under the same circumstances. In either case the liquid would rise in a tube till the pressure within the tube at a level with the surface of the liquid outside and the pressure of air, fifteen pounds to the square inch, were in equilibrium.

The *height* to which different liquids will rise in exhausted tubes, are *in the inverse ratio of the densities of the liquids.* But practically it will fall short, as it is impossible to create a perfect vacuum with the ordinary air pump. Hence thirty feet is about the height that water will rise in a suction pump, and no force is required other than to exhaust the air until it has passed this point.

Dock.

EMPORIA, KAN., July 10, 1887.

MR. EDITOR:—Having had some experience as locomotive fireman, and feeling competent to give plausible if not correct answers to some of the questions asked in your Mechanical Department, I will venture to answer two of them, at least, as I feel a deep interest in this department, especially.

I will endeavor to answer "Poly" first.

Digitized by Google

The crank pins have a tendency to wear oval or flat, as "Poly" terms it; now, should the pins be turned off—say ⅛ of an inch, would it make any difference in the travel of the piston? And as the crank pin and eccentric are the same in theory, then the answer should be the same.

I would say to E. P. P. that his question is a hard one to answer, but if he will please look at an engine standing on the forward center on the right side and the reverse lever in the back motion, he will see that the link on the right side is perpendicular or nearly so,—that is, the ends of the link will be nearly the same distance from the center of the axle, therefore there would be no downward pressure other than the natural weight of the links, etc., which should be counterbalanced by the spring for that purpose.

Then if he will look at the link on the left side, he will see that the top of the link inclines backward, and that the go-ahead eccentric is at or near its full stroke back, and the back-up eccentric is traveling forward (remember the engine is moving forward) and is pushing the bottom of the link forward, and the block or die is in the bottom of the link that forms an incline of the back of the link, and the resistance causes the block to have a tendency to move up this incline, but as it cannot move up it exerts a force to move the incline down, and should the reverse lever be loosened from the quadrant it will move the incline or link down, as you have experienced. Of course, when the left side is passing the center it does not exert this force, but the right side being on a quarter does, so you see the force is exerted from one or the other (alternately) all the time the engine is running in that position. It is the same principle that causes the reverse lever to go to the corner, or try to do so, when being hooked up or cut back, and the same force is exerted while running ahead or backing up.

I would like to ask some one why an engine slips more and slips longer when hooked up or cut back than it does when dropped down where it would have more power? Also, I would ask the question, at what point of cut-off does the engine have the most power? I say she will have the most power when working full stroke, but an old engineer has told me that if he wanted to stick on a hill he would put his engine in the corner. *Cotton Wood.*

EAST SAGINAW, MICH., July 10, 1887.

MR. EDITOR:—I am glad to see "Vulcan" replying to Mr. Lockwood in so able a manner. I am glad to find myself in almost the same line of thought with so able a writer as "Vulcan," and can only regret that I have not got equal ability in expressing my ideas. Mr. Lockwood makes a statement in July *Magazine* which I consider extraordinary, and I would like to ask him if he has not made a slight mistake in his figures. In connection with his illustrations he says "the service of Figs. 3 and 4 were 5,440 miles in first-class passenger service." He also says "No. 3 is of iron, two inches in diameter and is worn $\frac{1}{16}$ of an inch while the pulling bar hole to the left is worn to a corresponding degree." Five thousand four hundred and forty miles is a very light average two months' work for an engine on a majority of railroads in this country. Now I may be mistaken, but I do not think Mr. Lockwood can find a practical engineman in this neck o' woods that ever saw a coupling pin worn $\frac{1}{16}$ of an inch in two months' service. Another thing, I don't believe there is a first-class man in the country that would run an engine with this amount of lost motion between engine and tender. I am firing an engine that has run over 60,000 miles since she came out of the shop and she has the same coupling pins that she had when she came out; they have been upset a few times to take up lost motion, but I am confident that there has not been $\frac{1}{16}$ of an inch lost motion taken up in over two years that she has been running. In reply to E. P. B.'s question, I think I can answer it correctly, but would like to hear what some one else has to say, first. I think we all should be thankful to Mr. Rauch for his kind suggestions, and try and profit by the advice he gives us. In reply to "Poly," I would say that by decreasing the size of the eccentric the travel of the valve is also decreased—in the case he states the travel of the valve would be decreased ¼ of an inch, it would lose ⅛ of an inch on each end of the travel. Hoping to hear from all the old correspondents and a great many new ones in the next number, I remain, *Vacuum.*

HARTFORD CITY, July 10 1887.

MR. EDITOR:—Referring to Mr. Mason's query in the June *Magazine*, I would like to inquire if there is a locomotive in this country where the left is the leading side. I also have a circumstance to relate, and would like to hear from some of the boys regarding it.

Last spring the engine which I was firing broke an eccentric strap, and of course we disconnected that side and went to the shop with her. On the way in it was almost impossible to get any oil into the other side. There seemed to be no suction at all through the cup. Will some of the many writers in this department explain this to me?

Tallow Pot.

THE Utah & Northern R. R. from Pocatello, Idaho to Silver Bow, Montana, a distance of 255 miles, was changed from a narrow to a standard gauge in six hours, on July 25th.

Digitized by Google

Woman's Department.

EDITED BY IDA A HARPER.

THE MICHIGAN CHAUTAUQUA.

It seems to have become perfectly natural for me to drift toward some Chautauqua Assembly. Before the season is over I sometimes grow tired of the exercises and think that next summer I will seek some other kind of recreation, but as the warm weather approaches and I look back over the past year with a certain dissatisfaction at its barren results, my thoughts and footsteps involuntarily turn toward "Chautauqua." This does not necessarily mean the Mother Chautauqua in New York but, so numerous is the offspring of this parental branch, that one of these literary Assemblies may be found in almost every portion of the country, all managed on the same general plan and all offering rich fruit to those who will partake.

The dreadfully hot weather of the past few weeks decided me to seek the most northern Chautauqua Assembly that could be discovered, and traveling diligently toward the north pole, my journey found an end at one of the loveliest spots on the continent, Bay View, Michigan. Bay View is situated almost at the northern extremity of Lake Michigan and combines all that is healthful, picturesque and attractive. It forms one of a celebrated group of northern resorts, Petosky, Charlevoix, Cheboygan, Mackinac, Marquette, etc., which may be reached by steamers or by the Grand Rapids & Indiana Railroad It is one mile from Petosky, open cars running constantly between the two places making them really one resort. Petosky for handsome dressing, dancing, cards and every form of dissipation; Bay View for music, literature, art and mental culture of various kinds; and both for fishing, boating and all the numerous recreations of summer. I had nearly neglected to say anything about *rest*, for this is an almost forgotten accomplishment. Our American people do not rest, they can not spare the time. They may consent to a change of occupation but even this is generally left to the women and children, while the men keep on in the rush and whirl of business until some day rest comes unbidden and the labors are resumed no more.

Bay View is situated on very high ground which descends in natural terraces to the lake. In the background is a forest so dense one would be afraid to venture in without a guide, and stretching out in front is the boundless expanse of Lake Michigan. I wish I could describe it as it looks this afternoon from the window where I am writing. A long strip of land covered with trees extends out into the water and defines what is known as Petosky Bay. Within this circle the waters are calm and smooth, the gently sloping shores are covered with grass and ferns and on the other side are seen, nestled in sheltered coves, the picturesque villages of Harbor Springs, Harbor Point and We-Que-Ton-Sing. Beyond these peaceful scenes, as far as sight can reach, roll and toss the restless waters of Lake Michigan. To-day there is just enough wind to keep them ruffled and disturbed, throwing up the white caps and the broken billows that tell of a power which needs only to be awakened to overwhelm and destroy. Above is the blue sky filled with floating clouds, gradually turning roseate and golden as the sun nears the horizon. People who live near the water and are accustomed to see its varying phases day after day can scarcely understand the fascination it posseses for those less fortunate, who dwell inland and gaze only upon the long stretches of prairie or the everlasting hills, beautiful indeed, but unvarying and monotonous.

Bay View as a Chautauqua Assembly is under the management of Superintendent John M. Hall, of Flint, Mich., a man of wonderful executive ability, undaunted by any obstacle and equal to every emergency. One can scarcely realize that this is only the second annual convening of this Assembly. The bells ring out the summons to the various meetings with as much precision and confidence as though they stood on the shores of beautiful Lake Chautauqua and had called the faithful together for thirteen years. As if by enchantment there seem to have sprung from the ground the large amphitheatre, with seating capacity for several thousand, the spacious and well-arranged chapel, the beautiful and attractive Chautauqua Cottage, all the necessary accommodations for the many and varied exercises of a Chautauqua Assembly. Crowds of people come pouring in on every boat and train until hotel and cottages are taxed to the uttermost. Let us take a stroll through the grounds and see what are the attractions that bring all these people together, from far and near, from office, store, shop, schoolroom and parlor, without regard to age, sex or condition.

Here in the roomy amphitheatre, with its walls exhaling rich odors of the resinous pine, the gifted and eloquent Wallace Bruce, of New York, discourses in lofty strains of Scott or Burns or Shakespeare. Out under the tall trees, with glimpses of the lake with its white sails in the distance, the learned and scholarly Dean Wright, of the Boston School of Theology, teaches his pupils in his

Digitized by Google

own inimitable way to read the holy scriptures in the original Greek. In her own department, surrounded by a crowd of bright-faced teachers, Miss Matilda Ross, of the Philadelphia National Institute, explains the wonderful principles of the Kindergarten. From a room near by come odors so delicious that all else is forgotten and we find here the Cooking School under the efficient management of Mrs. Sophia W. Knight, of Grand Rapids, thorough mistress of her profession. Glancing for a moment at the Art students, enthusiastic in their work under the direction of Prof. H. A. Mills, of Indiana DePauw University, we find the class in elocution, under the training of that thorough master, Prof. S. S. Hamill, Director of the Chicago School of Oratory. And from the Chautauqua Cottage the clear, sweet voices of the children, lifted up in songs of praise, show that they are not forgotten in the programme of excellent things.

It is possible to work and study at Bay View all through July weather, for the air is so pure and bracing one is entirely exempt from the lassitude and exhaustion usually produced by this torrid month. The weather may perhaps be warm in the middle of the day, the thermometer reaching 80°, but there is a constant lake breeze to temper the heat and one is always sure of a good night's sleep, which is in itself the best tonic in the world. As soon as the sun drops down into the waters of the lake, a wrap of some kind becomes necessary, and while there is a great deal of romance in a moonlight sail upon the placid waters there is pretty sure to be a most unromantic "bad cold" as a result. The young people take the chances, the older ones content themselves with sitting on the broad verandas, enjoying the delicious air and the exquisite scenery and dreaming of the time when the looked upon life as a long and peaceful drifting upon waters which should forever remain untroubled.

BAY VIEW, MICH., July 29.

TEMPLE, TEX., June 24, 1887.

To Woman's Department:

The ladies ought and I think they are ever so much so much obliged for the space the *Magazine* so kindly allows them, to express their opinions and I will venture that there is not one in ten that does not like to tell what she knows about various things. I was very much disappointed when only one or two letters appeared in response to Mrs. Harper's housekeeping. Now I am sure you sisters that have been in the business for years will write your experience for the benefit of young housewives. Of course they ought to know a great deal about such things before they marry, but the girls of the age generally wait to learn such things after marriage. Sometimes it is their own fault but most always their mother's. They can't bear for their daughters to soil their pretty white hands, they must get up late, practice all the morning and then dress in the evening to pay or receive calls. This is the way a city girl is brought up. If they marry rich, all right, but if they get poor clerks, as they generally do, why then they are in a muddle.

Midland Lodge, No. 147, is as prosperous as can be, has 75 members. Bro. Sargent paid the boys quite a number of compliments when he was here. The little city of Temple has been on a big boom ever since the A. T. S. F. made connections with the G. C. S. F. The boys all like the Santa Fe. They get fired occasionally and go off to hunt a job but they always come back and go to work. Quite a number of them have been getting married lately. Among the many are T. C. Bryan, J. S. Driggs and W. C. Sherwood.

Mrs. D. L. B.

For Woman's Department:

SEEDS OF KINDNESS.

Let us scatter seeds of kindness,
As we journey o'er life's way,
Let us not forget the precepts
That God gave us to obey;
Unkind words in anger spoken,
In this world much woe hath wrought—
Better far, that we speak kindly,
Better far, if we "judge not."

"Cast thy bread upon the waters,"
Sometime it will return to you;
God will graciously reward you
For each kindly act you do.
Hearts that now are filled with sorrow,
Would feel happier could they know
That some friendly hand would scatter
Roses where the thistles grow.

Dark the way that lies before us,
And we tread with faltering feet;
Dark the clouds that gather o'er us,
Yet life's troubles we must meet;
Then with kindness let us scatter
Roses all along the way,
And the gloom of night will lighten,
Turning darkness into day.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., June 20, 1887.

[We often hesitate when tempted to compliment some specially meritorious article, fearing lest we may discourage some timid writer by discriminating in favor of those who are more experienced; but in the case of the author of the above we feel sure that every one of our friends will unite with us in a brief word of commendation. Since the Woman's Department originated, Mrs. Nellie Bloom has been a regular and valued contributor. Her poems are full of grace and sweetness, and have been greatly admired. In behalf of the many readers of the *Magazine*, we take this opportunity of thanking her for the enjoyment she has afforded us and of expressing the hope that she will continue to enrich our columns with her charming contributions.—ED.]

Digitized by Google

GREENVILLE, TEX., July, 1887.

To Woman's Department:

I wish to thank "Puggy" and "More Lunch Mary" for their recipes. Hubby says they are the kind of letters he likes. "Just like a man, always thinking of something to eat," I fancy I hear some pretty girl say. After you are married you will find your hero has an appetite, and then like a true woman you will turn your attention to kitchen affairs. Be careful that you do not neglect your music, reading and everything else for kitchen affairs, for at first it will be highly appreciated by John or Harry, but if every finer feeling is neglected for this, in ten years your husband will feel a disappointment in you, and will not know the cause. While feeling that you are a perfect housekeeper and mother he will feel that there is something wanting, an empty void somewhere.

It is a good thing to look down and observe well the ways we tread. A grand thing to look up at the sublime and beautiful, but the one endangers the head, the other the feet. Happy we are then if we strike a medium, and while we look after home affairs, try to keep pace with current events, make ourselves companionable and lovable too.

Cora Lee, I want at least one new lace pattern. I wish I had it to-night, while I'm alone, and I know of one lady, near me, who will not take a *Magazine* that does not contain lace and crochet patterns. Mrs. Harper kindly says any thing interesting to the ladies may have space, so please give a few any way. That reminds me that one of our handsome Brotherhood firemen, Engineer Minter, says he thinks that the Ladies' Department has no business in the *Magazine* at all, but so long as it is there he thinks Women's Rights question should be kept entirely out of the department; then smooths it all over by saying "Irene must be a good woman, etc." Thanks, Mr. Minter, I appreciate a compliment coming from such a source and this is the way I repay you. When the ladies get through with you I've no doubt you will be willing to accord them all the rights they want, just so they hush and let you alone. You dear little fellow, you will think climbing upon the box to see out of the window of the old 14 is easy compared to what they will say. Even ladies who do not believe in woman suffrage do not like to be told they have no right. Mrs. Harper says "At the present day it requires no courage to advocate equal suffrage, in fact it demands rather more assurance to argue against it." Well we see by this that we are away out west, Mr. Minter, and are old fogies and not up with the times. So we must not talk too much lest we expose our verdancy. Don't you know that almost any woman who has a real good husband, one who lets her do just as she pleases and gives her everything she wants, will be good—why certainly she will. And I know this is just the kind of a hubby you will make, then you will be sure to have such a good wifey that she will not want to vote unless you ask her to. There, I'll not scold you any more, I'm sorry for you already, but you are such a favorite with the boys we must down you before your influence quite does away with our Ladies' Department. I do not think there are any more of our B. of L. F. boys who want to do away with that, but I know there are many who do not believe in woman suffrage and who do not like the subject agitated in the *Magazine* or elsewhere. Ah, well, if you get a nice little wife, like Rosana Bean, you need not care for that. By the way where is Rosana? Why did you never write again?

Like you, Mary, I do not believe in whipping children. That is one old fogy idea I can not bear even if I do live out west. There are a thousand better ways to make them good and lovable without that and I do not believe it ever did make a child better, or kinder, or cause it to have a better disposition or one even so good as it would have without whipping. Teach them to obey you through the love and respect they have for you. But I think it just as well to let every one care for their own playthings and teach all to be tidy and careful.

A. B. M., I think I recognized your bright face in the *Brakemen's Journal* this month. I hope you will not think me picking at you but I wish to borrow an expression, it's this: "Our B. of L. F. boys are a set of whom any association may well be proud." They have almost all passed from the left to the right hand side since I wrote of them before and are, not only engineers now but nearly all are married, too. Since our popular Mr. Selby has married and gone and Mr. Ryan, too, has married and not gone, but so submerged in home talent leaving not a thought for friends or lodges, I do not get many points of just how the 155 is progressing in reality, but judging from the prosperous, happy way the boys look and the serene faces of their lovely wives I've no doubt that Engineers Ed. Sims, Jim Minter and Bill Collins will commit suicide or matrimony long before this is published. I think they are the only ones left now who are single and Mr. Collins just couldn't help seeing the widow's face in that oil can and came very near getting the grand bounce. But to a big, handsome fellow like him who has fired out from Denison, deserted a work train at Taylor, fired a hog successfully through the Indian Nation, then been suddenly called home to take the throttle—there are no terrors in such a bounce.

Has Mrs. H. B. Jones entirely deserted us for the *Brakemen's Journal*, and Mrs. Barnabas I found you out long before my question was answered. Where's Nelly Bly, and all our old writers? *Irene.*

STAUNTON, VA., June 29, 1887.

To Woman's Department:

Our *Magazine* having arrived for this month, I anxiously perused its pages, as usual, but did not see a word in it again from the members of Jackson Lodge, 274. I have been looking for something from them so long, so I will not wait longer, but will make an attempt myself, hoping that this may influence some members of the Order who would be more capable of writing than myself, and I do hope that my first attempt will not be consigned to the waste basket. I look forward every month with perfect pleasure to the *Magazine* for the valuable information I receive from it; also, I love it because of its being published near my old home, Terre Haute. My husband is always and ever singing the praises of the B. of L. F., to which, of course, he belongs.

Digitized by Google

He says the Lodge is now in a fair way to prosperity, with a good set of officers at the head of it. J. W. Myers, their worthy Master, I notice, stops over in our city often, here of late. Of course, we don't know what it all means, but if you will keep a watch on the *Magazine*, you will some day find out. But the supposition is that Jimmie believes in the Bible to a certain extent, especially where it says: "It is not good that man should be alone, but unto himself a wife should take," and verily I must congratulate him on making such a good selection.

From what I can learn, the officers in now are all good, responsible and intelligent young men, and the Lodge seems now to be in a better working condition than it ever has been, in spite of all the bad luck the boys have had with their financial affairs. Everything indicates a prosperous state of affairs now. The Brotherhood has done much good in our city, and as a wife of one of your members, I am glad we have such a noble organization in our midst. My hope is that God may ever forward the cause of the Brotherhood and help the members to be ever mindful of their duties on the foot-board and at home. The calling is dangerous, and a fireman knows not how soon he may be called upon to make his last trip. They should, therefore, be prepared, so that if the summons comes they will be ready to meet it. They should all be God fearing men and lead pure and exemplary lives, and then if they are called upon suddenly to pay the debt of nature, they will have nothing to fear. With many good wishes to the Firemen's Brotherhood, the *Magazine* and all its readers, I am, very truly,

A Fireman's Wife.

To Woman's Department.

DEAR SISTERS:—Here are several articles of diet which my husband thinks nice for the "lunch pail," which I send in hopes that "Ironica" and others, perhaps, may find them a change, at least.

A good cake that will keep moist and nice for weeks, is made as follows: 1 cup brown sugar, ½ cup butter, beaten together, then add 1 cup sorghum molasses, 2 eggs; beat all well together with cinnamon, cloves, allspice to taste; add ¾ cup sweet milk, 4 cups flour, 2 spoons baking powder, last, one cup each of raisins and India currants. I always pour hot water on the raisins and currants, as it softens them and they help keep the cake moist.

A nice rice pudding is made by boiling in a can or pail placed in a kettle of hot water about ½ cup rice in milk. When done, stir in a little salt, suga grated nutmeg and enough milk to make very thin. (three pints would not be too much for the pudding) and raisins more or less as is liked. Butter a two quart basin, put the pudding in it and place on the grate in the oven, let it brown over the top very soon, then stir up with a spoon, brown and stir twice, then let brown over once more and it is ready to eat at once, or is good cold. A nice bowlful in the lunch makes a very appetizing dish.

I suppose you are all trying to live as economical as possible. The next day after having beef soup I take all the meat there is left on the bones, put in a chopping bowl (or if tender, mince with the hand) make it fine either way, season with salt, pepper, a lump of butter, mix all well together, then pack firmly in a China bowl, put a dish over for a cover, put in a kettle of boiling water. Put enough so the bowl will sit on the bottom and not float around. Put a cover over the kettle, boil 1½ hours. When cold turn out, and cut in nice slices; so nice for a change. Eggs are nice boiled four minutes and immediately placed in cold water for two minutes; put a small tin box, or better to have a China salt box with pepper and salt. With a spoon the eggs can be beaten out of the shell. When cutting and spreading bread always cut the bread half as thick as liked, then two slices can be eaten so much nicer and spread so you can put together just as it was cut, and pack firmly together in the pail. It will keep so moist and nice it will certainly pay for the little extra thought required. I always take great pride in making the lunch pail as tempting as possible, and am always glad for some new way of making it so. Hoping my small contribution may benefit some one, I will close with best wishes for the *Magazine* and the Order for whose entertainment and instruction it is printed. I often look for a letter from some of the members or friends of Phœnix Lodge, but have never seen one, I think, yet. My husband is a member. My letter is too long, I will stop. I am very truly yours,

Rose.

[The Woman's Department is greatly obliged for the nice recipes furnished in this letter and others and hopes that we may have at least one contribution of this kind every month.]

ANTIGO, WIS, June 11, 1887.

To Woman's Department.

Our June number of the *Magazine* is at hand and find it full of interesting contributions, among which is a very interesting article from "Eveline," which I most sincerely hope is but the beginning of a series of article from her able pen.

Yet methinks that some of the Brothers of "266" ought to shake off their bashfulness or backwardness, I scarce know which, and write an article once in a while for their *Magazine*, a book they ought to feel proud of, and show to their Brothers scattered throughout this great continent that they are in the land of the living, and that 266 is prospering and its members striving hard to make their homes bright and their families happy and themselves good members of the B. of L. F. For many years the prevalent idea among the majority of people has been that railroad boys are hard cases, more especially the Enginemen, and the Fireman of course, came in for his share of it. But the Brotherhood has wrought great changes, until now-a-days the boys are able to move in good society; and if you wish to see them at their best go to one of their balls or picnics and see how each and every one vies with the other in trying to make everybody comfortable, more especially strangers or outsiders. And when the party breaks up strangers will feel no longer strange, but go away declaring what a jolly set of boys they are. They are only just beginning to find out that railroad boys are quick to respond to the

Digitized by Google

calls of distress, and their pockets and hearts are ever ready and open to relieve a wounded and fallen Brother. A railroad man's life is a hard life at best, with but little rest and home comforts, after long and tedious hours of work, first in and right out being the general order of the day. And how often do we hear and read of their leaving home in the morning or evening light hearted and happy, bidding their dear ones good bye, start out on their runs, their minds reverting to their loved ones at home, and ere they reach their journey's end some terrible accident happens and we hear of the noble boys standing bravely at their post of duty, yielding up their lives to save others in their charge. And yet there are scores, yes hundreds, who read an account in the paper never give a thought or care for the brave boys who gave themselves up in the performance of their perilous duty and have gone to that Grand Lodge above whose Grand Master welcomes them with, "Well done, thou good and faithful servant." But the Brotherhood does not end here, for this is the time when the Brothers come nobly forward in aid of the widows and orphans, and strive to make their sorrows as light as possible. But very few outside the afflicted family know how to value them.

A few weeks ago death entered the home of Mr. Geo. Barker, Traveling Engineer for the M. L. S. & W., taking from them their only son "Ben." Ben had been firing on the road between four and five years, and was smart and active, and loved and respected by all who knew him, and idolized by his parents and grandparents, and his loss is a very deep and sad affliction to them; but we all deeply sympathize with them.

Several of the Brothers of "266" have laid aside the scoop and are pulling the throttle for a change. We wish you all success, boys, and hope you will still remain active members of 266.

May.

MOBERLY, MO., July 7, 1887.

To Woman's Department:

I have been watching for a word from Anchor Lodge, No. 54, but it has never been heard from since I commenced to read your *Magazine*. I hate to see it sink into oblivion for want of a little courage on the part of the brothers or sisters, so I thought I would make an attempt to write a word of encouragement to the boys, and perhaps some of the sisters will follow my example. The members of Anchor Lodge are, as far as I know them, true hearted, noble men. They have been a great comfort to the afflicted widows of two of their members who have been called away this year to that other and we hope better world, and my prayers are that God may help the Brothers to be faithful to their Brotherhood, and that they may follow the footsteps of Jesus so that when they, too, are called away, they may be ready, and like that man of old exclaim: "Yea, I know; and whosoever wills it may know, my Redeemer existeth. I seek for a sign of His presence, and lo! as He spake to the light, and it was so, He speaketh to my soul, and I know."

If this don't reach the waste basket I will write again.

Mrs. W. Waterhouse.

For Woman's Department:

SOMETHING FOR "HUBBY'S LUNCH."

GINGER POUND CAKE.

One cup of butter, two cups of sugar, two-and-a half cups of molasses, two eggs, three cups of flour, two tablespoonfuls of ginger, one tablespoonful of mixed cloves and cinnamon, one cup of buttermilk, with one teaspoonful of soda dissolved in it.

NUT CAKE.

Two cups of sugar, half a cup of butter, four eggs, three cups of flour, two teaspoonfuls of baking powder mixed with the flour, one cup of sweet milk, two cups of hickory nut meats; cut fine, flavor with vanilla, beat butter and sugar together, then add eggs well beaten, then the milk and flour; beat well: add meats last.

SPONGE CAKE.

One teacup of sugar, four eggs, one tablespoonful of milk, one teaspoonful of baking powder, one teacup of flour.

JUNE 5, 1887. *Pansy.*

MERIDIAN, MISS., May 20, 1887.

To Woman's Department:

Kind hands have frequently laid on my table the *Firemen's Magazine*. Of late it has taken its place as a regular and most welcome guest. Its aim is noble and deserves the hearty commendation and support of all pure-minded people. The kings of the "Lever and Scoop" may well take courage and rejoice at the strides they are taking toward their true place in the world. Their scepters may be grimy and the hands that wield them hard, but hearts that are brave enough to set death and bodily-suffering at defiance, must surely belong to men of intelligence and sterling worth. The sweet songs of poets make the world wiser and better, but the every-day deeds of these husbands and brothers of ours, seem grander and sweeter still, the gleaming "eye" of that "mechanical wonder," the engine, as it flashes through the land in the darkness, is to progress and civilization, not a meteor but a guiding star. All honor, then, to the hands that keep it clear and bright. We, as wives, sisters and friends of these men, have much to do besides watching, waiting and praying for their safe return. Their heart-keepers, as well as their home-keepers, let us steadily keep pace with them in all good works, till we, too, shall be considered true and brave, and exert an influence for good.

"No life can be pure in its purpose and strong in its strife,
And all life not be purer and better thereby,"

beautifully sings Owen Meredith. We, then, need not be discouraged, even though our lot in life seems humble. So much the more need to climb. With good wishes, Yours sincerely,

Hope.

HARRISBURG, May 28, 1887.

To Woman's Department.

Being a constant reader of your monthly *Magazine*, I take pleasure in saying I have found much useful information in its pages, and in wishing it the success it well deserves. I am a fireman's wife.

M. J. W.

Digitized by Google

ST. LOUIS, MO., JUNE 18, 1887.

To Woman's Department.

A regular meeting of Harmony Lodge, Ladies' Society B. of L. F., was held at the residence of Sister King, No. 3110 North Eleventh street, Saturday evening, June 11th. Sister Amos was absent on account of her mother's illness, much to the regret of the members and friends. Sister Leathers was sick and could not attend. She has the sympathy of all the members and friends. Before the business was transacted most of the members were surprised to hear music, and on looking out saw the yard lighted and some of their friends dancing. Sister Hoag came very near fainting and falling down stairs. Sister M. Wilson became very sick but got over it before she left. Several members of Peace Lodge No. 109 were present. The Ladies' Society feel highly honored by Brotherhood boys of different Lodges having attended their meetings. About 12 o'clock we marched up to supper. We found the table full of everything anybody would want to eat and plenty of it. After supper we went down stairs and went to dancing again. It was very near daylight when we left. Some of the crowd waited for the owl car but missed it and had to walk home. Some about two miles and some three. Everybody enjoyed herself apparently. Hoping some one else will surprise the L. S. and give us another dance I will close, and if this is not confined to that dreadful waste basket I will perhaps write again. The L. S. tender their most sincere thanks to Sister King and husband for their kindness. *One of Them.*

CHICAGO, ILL., July 1, 1887.

To Woman's Department:

How many mothers do we hear say, "I would not spend one penny for playthings, the children only break and destroy them in a little while."

That is all true enough, but baby is teething, he cries and is so cross mamma don't know what to do; but to please him she will give him a book, the album for instance, and as this is baby's biting age, he attacks the corners first, soon there is nothing of them. In a little while he discovers how to open it and then destruction, O, child, is thy name. Pictures of our parents, friends, and dear ones we will never meet on earth again, are all bitten to pieces, and nothing is left of a beautiful book except the clasp, and that being brass, explains why it is still with us.

A three-cent rubber ring, tied around the neck with a piece of tape would be more proper for a teething baby.

Of course baby wants another book, and mamma gives him the autograph album; that dear, little book filled with lines of love and friendship we have had since our school-days, a book we ought to cherish and keep, soon that is in pieces, too. And in this way, all books, ornaments, even the *Magazine* are destroyed, and a neat and tasty home ruined. Mamma could buy a couple of linen books full of bright pictures to please baby for five or ten cents a piece, (but she don't believe in spending money for playthings, you know.) If we allow our children to destroy articles that adorn our homes we will never have them replaced, for our husband and friends will say it is no use to buy anything for you, the little ones will have it broken, or torn in a week. Mamma will have to watch and scold: yes, and slap their busy little hands, to make them mind her, but if she is strict they will learn to mind her and there won't be so much destruction. *Mary.*

MILWAUKEE, WIS., JUNE 2, 1887.

To Woman's Department:

Do not be alarmed for I am not going to stay but a few moments. Just came for a short call. I wonder if the readers of the *Magazine* have ever heard of the "Guiding Star" which sheds its bright rays over the city of Milwaukee and guides many of her sons through this *vale of tears* at the rate of thirty miles per hour. Such a Star really exists and is a flourishing Lodge of over ninety members; but so quiet and unassuming are these boys of ours that we seldom hear from them except when they are called upon to perform some noble act of benevolence, and then they are in the front rank. Many of them have been promoted to the right side within the past year and are in every respect a credit to the Order.

Master Bro. McAuliffe has joined the "Grand Army of Benedicts." On June 8th he was united in marriage to Miss Regan, an accomplished young lady of Hartland, Wis. His many friends tender hearty congratualations and best wishes. Bros. Dwyer and McDonald, Receiver and Collector respectively, make a very good treasury department, the boys say, and do not allow them to forget their dues and assessments. Hoping that you will pardon me for pushing my way *sans ceremonie* I am,

Very truly yours, *A Lady Friend.*

BRADFORD, PA., May 18, 1887.

To Woman's Department.

Folwell Lodge, No. 326, was organized in July, 1886. I have never seen a word of the Lodge in the *Magazine*, so to surprise the boys I will send a few words to let you know they are not *dead*. Oh, no! Far from that! Some of them have gone over to the right hand side and are meeting with good success, others are working hard to get there. They are a good set of fellows, ever ready to lend a helping hand to the needy or to promote the welfare of the B. of L. F. They are each and all working in the interest of the Brotherhood. They are taking in new members and sending out applications; are building up the Lodge, and in time, with earnest workers doing their duty, will have a Lodge to be proud of, and one that can go in line with any in these parts. *A Fireman's Wife.*

ASHLEY, PA., May 30, 1887.

To Woman's Department:

We just received the *Magazine*, but I see nothing about No. 250. Their Lodge is in a very good condition, and the boys feel very proud when telling you of it. Their place of meeting is at Wilkesbarre, but on the first and third Sunday of every month you will see ten or twelve fine, noble-looking B. of L. F. men going to Lodge. The members all sympathize with E. Butz, who buried his only child a few weeks ago. If I see this in print, I will tell you more about our boys the next time. I would like to see the Ladies' B. of L. F. organized in our little town.

Millie.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.
Subscriptions must begin with the January, April, July or October number and expire with the year.
Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.
Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.
Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to
LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

SEPTEMBER, 1887.

The Sunny South.

NASHVILLE, TENN., JULY 5, 1887.

Editor Locomotive Firemen's Magazine:

It is quite possible that the members of our noble Brotherhood, whose homes and work are in the East, West and North, seldom give more than a passing thought to the welfare of these Brothers of the "Sunny South," who are striving, under many disadvantages, to promote the welfare of our world-renowned Brotherhood. It should be remembered that the war, which wrought terrible havoc throughout the "Sunny South" is over. Those who fought and fell on both sides were true to their section and to their flags, and now the survivors, the veterans of the blue and the veterans of the gray, rally beneath the stars and stripes and are loyal citizens of this great and grand Republic. During the past twenty-four years, great changes have been wrought throughout the "Sunny South." The beautiful country laid waste by war, is again being cultivated. Homes, that were reduced to ruins have been rebuilt; bridges again span our rivers and smaller waterways and cities and towns are again the seats of business and thrift and our cities, growing in wealth and population, are soon to take their places in the front rank of the great marts of commerce. In this connection permit me to say, that with this revival of business in the "Sunny South" the grand Order of the Brotherhood of Locomotive Firemen, is marching with steady tramp, tramp, and our Vice Grand Master, Bro. J. J. Hannahan, by his zealous labors is making the Brotherhood of Locomotive Firemen the most influential on the continent. No matter where the steel thoroughfare is laid, there our Vice Grand Master is found to make known the conservative principles of the Order. As a result, the entire "Sunny South," including the peninsular State—the "Land of Flowers," is being benefited by the establishment of Lodges of our Brotherhood, thereby enabling every white born fireman to do justice to himself and family, by becoming a member of the B. of L. F., thereby qualifying himself for promotion and of taking a higher position in society. There is another matter of interest, to which I desire to call the attention of those Brothers of the throttle who belong to the B. of L. E This I desire to do in my own way, through the columns of the *Magazine*, which are donated to the principles of right and justice. I regard it of great importance to call attention to the *colored element*, now firing locomotives in the South upon many of the important thoroughfares. In the first place, the question is asked, Why are these men employed? The facts in the case are simply as follows: In the time of slavery, a large number of negroes were owned by Southern railway corporations. Consequently, railway officials would fill the positions firemen, brakemen, switchmen and many other minor positions with negroes, and going so far, sometimes, as to make them engineers. Why did they do this? It was not because the officials could place more confidence in the negro, not that they could assume greater reponsibility, nor because they were experts in any department, but because by their employment, the coffers of the stockholders could be filled more expeditiously, thereby depriving many a poor white man of work and the necessities of life and enabling the railroad magnates to grow more suddenly rich. But it must be understood, that now, when slavery is abolished, the same black element is occupying positions of trust on Southern railroads, simply because negroes can be hired for less than white men charge for their services. When a colored man is employed as fireman, brakeman, switchman, or in any other position, he never asks for promotion and works on continuously in the same place. Evidently, they ought never to be allowed on the left hand side of any locomotive in the country. The employment of negroes as firemen is not elevating to railroad men, socially. It cannot be otherwise than distasteful to engineers, who spend at least one half of their lives in the cab to have the companionship of a negro fireman for that time. But my information is that there are members of the B. of L. E. as also of the B. of L. F. who are running engines in the South who prefer a colored fireman to a white man for the reason that the negro fireman does all their dirty work, such as oiling, packing, wiping and many other things. To such an extent is this carried, then the remark is common in the South, that "a great many engineers do not know where the oil holes are about their engines." Does this speak well for the throttle fraternity? I hold that it does not. I believe the B. of L. E., as also the B. of L. F., desire engineers to do their own work, and firemen to do their work, and in nine cases out of ten where this is the case they are No. 1 men—for then the engineer knows what shape his machine is in—on the other hand, when this work is done by a colored individual and the engineer prefers a black associate to a white man, he ought to be entirely ignored by both fraternities. Furthermore when a railway corporation employs engineers who prefer negro firemen, it is not doing justice in caring for the safety of the travelling public, let alone the mismanagement of the rolling stock, which is frequently left in the care of the black stoker. It would be interesting to know how many bright young men, members of our

Digitized by Google

noble Brotherhood are deprived of honest employment by the African race, by this cheap labor, supported by a few so-called engineers, who prefer black to white associates. I hope the day will soon come when the Brotherhood of Locomotive Firemen will have the commanding influence in the South that it has in the North, and that its ennobling principles will reach the railway corporations of the South, and then right and justice will prevail. Let us look forward to the fall of 1888, when the Biennial Session of the Brotherhood will be held in the beautiful city of Atlanta, Ga. Let us show by our words and acts, that this Brotherhood is a mighty power, and may the strength of our Southern Lodges be increased ten fold in numbers. May the great Southern population know more of our ojects and aims, and may they be able to see the importance of every engine man being a white man.

Fraternally yours, *Benn.*

PITTSBURG, June 2, 1887.

Editor Locomotive Firemen's Magazine:

One of our heartily welcome visitors is the *Magazine*. It steadily improves. Its mission is a noble one. It sets forth the advantages of combination and co-operation based upon Brotherhood principles. When men following the hazardous calling of locomotive firemen, combine for their welfare upon the principles of sobriety and industry, to elevate themselves morally and intellectually they are engaged in a noble work and the *Magazine* is contributing to them success. It aids the cause of the Brotherhood more than any other agency, and under the efficient control of the editor in chief it has fully met every expectation, and has won the verdict—"It is a success." Long may it prosper and God bless the Brotherhood. In writing of Three Brother's Lodge, No. 235, I must say Cupid has played havoc with a number of its members, and more are to succumb to the darts of the little god. I should like to go into the particulars, but know your space is limited and that there are pressing demands upon it. I must say Bro. Sloan is about again. He was squeezed into a space of seven inches, but fortunately has suffered no serious consequences. Bro. Moyer has been very successful since having taken hold of the throttle. Bro. Ike Patterson is proud of his promotion. The officers of our Lodge are the right men in the right place, and the membership is first-class.

Fraternally yours,

Main Line.

ST. THOMAS, July 19, 1887.

Editor Locomotive Firemen's Magazine:

Though a constant reader of the *Magazine* for nearly five years I have never seen anything from Charity Lodge, No. 5. I think a word in their favor will do no harm. No. 5 comprises a goodly number of fine, intelligent young men, ever ready to live up to the rules of the Order. Though they are silent and do not shed their light through the columns of the *Magazine* their influence is felt among the many they come in contact with. The Lodge is well named, for its members have charity, and that numbers with the best gifts of life. Wishing the boys success in their Order, I remain a friend to all firemen. *Sam Patch.*

JACKSON, MICH., June 10, 1887.

Editor Locomotive Firemen's Magazine.

I have wanted to hear from some of our members through the *Magazine*, but nothing appearing I will write a few lines to let the Brotherhood at large know that No. 240 is alive and well and in a prosperous condition. We regret to announce that Bro. Dorr Benn has left here for the far west. In him we lose a faithful and trusty member from our Lodge, but what is our loss is his gain. We wish him much success in his new field of labor. Bro. Mike Henry is now holding office as Collector vacated by Bro. Benn. Mike is a good man for the position, as he has a run which brings him here a good share of the time, and he can be easily found by the boys. Bro. Riley, who has of late been forlorn looking, wears now a beaming countenance. His girl has returned from Detroit. The boys feel considerably worried about Bro. Ed. Kenward. The doctor thinks he is in a critical condition, and is liable to die of dyspepsia if he does not, hereafter, take more time to eat his meals. Ed says he is going to have his girl quit work as it is ruining her health. It would be a good idea for Ed's sake, too. The time for that run between Milwaukee and Mechanics streets is too short, as it does not allow him sufficient time to eat. There is great wear and tear on Bro. Whalen's shoe soles as well as on the sidewalkes on East Main street. As you stroll up Main street you are liable to meet Bro. Mike Welihan, and if you inquire of him where is going he will say, "Up on Easy street to see Miss Comfort." Bro. Tim Wholihan travels the longest road of all. Never mind, Tim, you'll be nearer home after a while. Now, boys, we would be glad to see you at the meetings if you can tear yourslf away long enough to attend.

Innocence Abroad.

DENISON, TEXAS, May 28, 1887.

Editor Locomotive Firemen's Magazine.

It may be interesting to the readers of the *Magazine* to hear something from Red River Lodge, No. 8, of our noble Brotherhood. We are doing our best, notwithstanding the boys found it almost impossible during the past winter to hold meetings regularly on account of the brisk business on the M. K. & T., but I am happy to say that now our meetings are held regularly and with fair attendance. We are taking in a number of new members, who have so far, proved to be good men and active workers. We have a new Vice-Master, Bro. John Cramer, who fills the bill exactly. He is a steady, sober, and thoughtful man who attends to business. We have a new Collector, Bro. John Crofton, who has recently married. Quite a number of the Brothers have passed on to the right side of the engine during the past six months, among whom I may mention, Bros. C. E. Royce, T. A. Williams and Joe Fritz. Bro. C. W. Jeffries, our *Magazine* agent is on the little 149. Bro. Cramer is acting fireman on No. 84. Bro. Crofton is on the 97, and Bro. Parsons is on the 98. Bro. Pipkin is on the 127, and Bro. Cunningham is on 511; all good, honest boys, willing to do the fair thing by themselves and their employers. Bro. Lanam who fires the 505 has a new fireman at his house, and the Lodge has a new Secretary, Bro. W. C. Parsons, who is doing well. *Anon.*

Digitized by Google

DICKINSON, DAK., July 31, 1887.

Editor Fireman's Magazine:

I respectfully refer to the communication of Bro. W. T. Fields in the May *Magazine*. When the insurance claim of M. L. Clancy came up in the Minneapolis Convention, Bro. Sargent promised to come out over the N. P. system very soon after the Convention, still here we are yet, pretty near a year since, without a visit from any of our Grand Officers. Looking over the August number of the *Magazine* every member of the Order ought to fully appreciate the immense amount of work done by our worthy Grand Master in inspecting subordinate Lodges, but at the same time one cannot help noticing that the same Lodges year after year, many several time a year, enjoy the benefits of such visits. No. 41 was not inspected since its organization in 1881 by Bro. Stevens; No. 128 never saw a Grand Officer at all in their Lodge room. We do not live here altogether under the canopy of heaven or in the shade of sage brush, as Bro. McCaffrey expresses it, and should entertain our Grand Officers as best we could without trying to compete with Lodges in Eastern cities. It would be well enough for the Grand Officers to attend meetings of importance in a body, but if such can not be done without gross detriment to the interest of a considerable number ber of smaller Lodges at some distance, then the Grand Officers ought to divide up. It ought to be made a matter of consideration for its next convention to put some system into this inspection of subordinate Lodges, and to eventually create the office of an additional Grand Instructor as it appears that with the continual growth of the Order the work is becoming too arduous for one officer to perform.

On page 3, Vol. XI of the *Magazine*, under the caption "Politics," the writer of that article asserts that the *Magazine* is not a political publication. It certainly is against the principles of the Order to let politics in any way interfere with the mission of the Brotherhood, and the *Magazine* is published for the purpose of furthering the interests of the Brotherhood as such, and not of the laboring classes in general. The *Magazine* has changed its aspect since about a year, and the space formerly occupied by miscellaneous, entertaining matter, is now generally filled with essays on Labor organization, Land politics, Labor unions, critiques on reports of statistical commissioners, &c. The recent city elections in Chicago, Cincinnati, Milwaukee and other manufacturing centers of the United States bore unmistakable evidence of a new political party, "the Labor Party," and all literature above mentioned expressed more or less the standpoint of that party in such questions and consequently lie most positively beyond interests of the Brotherhood as such. I sincerely hope every member of the Order will form his individual idea upon the leading questions of the day so as to be informed and posted when depositing his ballot, but I claim he ought to form and develop his opinion from other sources than the *Fireman's Magazine*, whose mission it is by no means to solve labor problems on political-economical questions. With about 25,000 copies of the *Magazine* issued monthly it must enjoy a readership of about 200,000 people, a large part of which must be influenced by the before mentioned political articles in direct opposition to the mission of the *Magazine*, and I should judge that articles of the above class must necessarily create a majority and minority amongst its patronage, sacrificing the good will and its popularity among the more conservative part of its readers. In my opinion the *Magazine* ought to strictly attend to matters concerning the welfare of the Brotherhood of Locomotive Firemen, or even of railroad men at large, but there the line ought to be drawn. Let us mind our own business and attend to our own matters, whether legislative or otherwise, but let us refrain from generalities, whose very definition we have to expect from the future

O. A. Dosskey.

PHILADELPHIA, PA., July 27, 1887.

Editor Locomotive Firemen's Magazine:

As this is the beginning of the new year I thought I would write a few lines to the *Magazine* to let all of the members know that Wissahickon No. 322 is alive and flourishing, and that we have got forty-two members now, and all are in good standing and I hope they will remain so. Last meeting was election of officers, and I am very proud to say we have got as good a set of officers as any Lodge in the Order. Our Worthy Master is the right man in the right place, and his name is Woodington; and our new Receiver is a thorough Brotherhood man by the name of Harrison, and our new Collector is the red man from Conshohocken, by the name of Kelly, and our Secretary is the same old one, "Whiskers" Haas. We have got a new Magazine agent by the name of Keple, and I hope he will work hard to get subscribers as it is a good book and ought to be in every house. We will have a few of our boys on the right hand side before long, as some of them were examined last week for promotion, and I hope they will get through all right. Brother Wappler, of this Lodge, was married on May 25th to one of the belles of Brewerytown, and the boys are waiting for the cigars to come around. *Water Bar.*

BRITISH COLUMBIA, May 18, 1887.

Editor Locomotive Firemen's Magazine:

The *Magazine* is regarded as one of our best friends, but in looking through its pages monthly, I have failed to find any mention of Gold Range Lodge, No. 341. We are yet in our infancy, and also among the Rocky Mountains, but all our members are striving to build up a Lodge of which we can feel proud. Our worthy Master, Dave Morton, has given up the scoop for the right hand side and now has a smile for every one. General Secretary and Collector J. Gauder we are proud of as an officer who is faithful to every duty. We next come to our Receiver, Bro. Arthur Randall, who is one of the finest fellows in this part of the country. In engine 73, he has what he calls the "Pride of the Valley." All of our members are No. 1 men and a credit to our Order. We meet in a neat little lodge room at Kamloop's, and when the gavel sounds, No. 341 is pretty well represented. We are laboring under some difficulties as our members are so far apart, but we expect to build up a Lodge in spite of all obstacles which will be no discredit to the Order. *Brother.*

Digitized by Google

WILMINGTON, DEL., July 16, 1887.

Editor Locomotive Firemen's Magazine:

I write briefly of No. 231 because some one should perform the service. In writing of the members our Lodge something could be said complimentary of those who are prompt and take an active interest in the affairs of the Lodge, and something could be said of those who are distinguished for non-attendance. Those who stay away from the meetings of the Lodge may plead business, but I think it is owing largely to a "don't care to go" notion. Stay away one meeting, then two, that's three dollars the next time they come, which seems high. It is no trouble to stop the Collector as he passes on his way to Hedgeville, West Wilmington, where goats have things their own way. If some one would watch Brother DeCamp it would be well. He sets all a good example. He knows what's going on, and has an eye to business. The members who live in Baltimore and Philadelphia, and who don't see the Lodge once in three months, must be given the credit of prompt payment. Next month, when some of the members hear from Terre Haute, their remarks may not be suitable for Sunday school, but they will get over it all right.

Bros. Mount and Spindler have been promoted, besides, Brother Spindler has got married. Perhaps some one will inquire who wrote this. It does not matter—some one will be glad to hear from 231, and with a call to the members not to forget the Collector, I remain Yours truly,

Baldy Sowers.

DETROIT, MICH., May 27, 1877.

Editor Locomotive Firemen's Magazine:

During the past winter many of the members of Standard Lodge, No. 158, were called from the left to the right side, and all found to be worthy and well qualified. I will name some of the Brothers who have acted as engineers on the D. G. H. & M. R. R.: Wm. Hamlin, J. Shaw, Tim. Teahan, Jas. Hamlin, Jos. Wood, R. Kerr, H. I. Lovell, Jim Carroll, and others who I cannot call to mind just now. Bros. Rossiter, Spackman and Hanrahan toy with the scoop no more, but are with us heart and hand just the same. We have a good attendance at meetings; all take a deep interest, and as for officers, none have any better. Bro. McKenna is not as strong as we would like to see him, but hope he will soon pick up now, that the rush of business is over. Bro. Cravin is going to take a trip "Ome to Hingland," this summer, and all wish him a pleasant journey and a safe return. *Lubricator.*

BALTIMORE, MD., July 23, 1887.

Mr. Editor:

I have been reading the *Magazine* now for more than six years and I always look over the letters from the different Lodges and I find them very interesting. I can safely say my eye has never met with a line from Potomac Lodge, No. 7, of which I am a member. We are located in the Capitol City, yet our membership does not exceed thirty, due to the fact that Washington is not much of a railroad center. It is a hollow mockery to say our Lodge is flourishing, simply because we give the Grand Lodge no trouble; we pay our dues and assessments, etc. We have poor attendance, our brothers are getting careless and in reading the *Magazine* I find other Lodges suffering from the same cause. I would be glad to have some of our sister Lodges suggest a remedy for this evil. We have quite a number of engineers in our Lodge who have been promoted for years, but will not leave us, they are all good B. of L. F. men. Our Lodge is turning out some good right hand men of which we are justly proud. We have fine engines on our through passenger runs, they are the class P., Pennsylvania standard. We run from Washington through to Philadelphia, and return, a distance of one hundred and forty miles each way; our schedule time for our fast trains being about (3) hours. Engine No. 317, on our line has quite a record for fast runs, but having no memorandum I will write to you when she makes another such run. I know that she has run her mile with five coaches in forty-eight seconds, and to cap the climax, she has beaten the world's record against time.

The following letter clipped from the *Baltimore American* explains itself:

WILMINGTON, June 1.—Engine No. 317, of the Baltimore and Potomac Railroad, yesterday finished her remarkable attempt to beat the world's record, and the iron monster accomplished it. She started on May 1 to beat the best previous record ever made by a locomotive during a month, which is supposed to have been 16,037 miles made by an engine on the Pennsylvania main line. No. 317 made 17,360 miles in the thirty-one days. She made two round trips daily between Philadelphia and Washington, changing crews with every trip. She was thoroughly inspected after returning from a run. She averaged 560 miles a day, or about 38 miles per hour of actual running time, including stops. The experiment was made under the supervision of J. M. Wallis, superintendent of motive power, and was very satisfactory. The engine did the duty of two locomotives, and is none the worse for wear. She is only an ordinary locomotive, not unlike many others on the road. The distance traveled in the thirty-one days is over two-thirds the distance round the globe.

The engineers running her during the trial were J. M. Unglaub, Baker Johnson, A. Smith and R. Booth. The firemen were H. C. Sparks, C. Jasper, J. May and J. Downs. All four of the firemen are members of our Lodge. I must stop writing as my letter is too long already, but if my letter ever reaches the pages of our *Magazine* I will try to say something more interesting next time.

Fraternally yours, *No. 7.*

PLATTSMOUTH, NEB., July 25, 1887.

Mr. Editor:

For the purpose of getting regalias the wives, mothers, sisters and friends of the Brotherhood of Locomotive Firemen gave a very pleasant social at the residence of J. V. Weckbach. We extend our most hearty thanks to the family of Mr. Weckbach for their kindness, also to the ladies, and especially to Mrs. J. E. Kline and Mrs. W. M. Collicott, wives of Bros. Kline and Collicott, who worked faithfully in getting up the social. There were about seventy-five couples present and all enjoyed a very good time. The proceeds amounted to fifteen dollars and twenty cents ($15.20) which we think was very good, as the pay car failed to put in its appearance at the usual time. We look for another social before long and expect a good time. *Fireman.*

Digitized by Google

BANGOR, MAINE, May 23, 1887.

Editor Locomotive Firemen's Mogazine:

Since you were so kind as to print my first effort I will again let you hear from the country of the rosy dawn, where the sun rises in the back lot. I am most pleased to report that a new Lodge of our grand Order has just been instituted at Vanceboro, Maine, the connecting point of the New Brunswick and Maine Central Railways, and the boundary line between Maine and New Brunswick, or the United States and Canada. Our most worthy Vice-Grand Master, Bro. Jno. J. Hannahan, wheeled into line twenty charter members of Justice Lodge, No. 357, last Sunday, May 22d. All the men constituting the Lodge are new accessions to our ranks and a worthy, true-hearted accession too, if appearances are any criterion to judge them by. Brother W. A. Smith was chosen Master; Bro. W. R. Matthews, Vice-Master; Bro. John E. Shea, Secretary; Bro. Clair J. Tabor, Collector; Bro. Daub C. West, Receiver, and Bro. Fred. W. Henderson, Magazine agent, and a more energetic, active and healthy lot of men never were installed in charge of affairs in any Lodge of the great chain which links ocean to ocean and almost continent to continent under one sacred motto. May their shadows never grow less.

A large part of the members of Great Eastern Lodge, No. 4, who are stationed in this part of the state—including your humble servant, were present, and after the usual preliminaries, they were granted a seat in the Lodge which was held in the A. O. U. W. hall.

The instruction and advice given by Bro. Hannahan, will be long remembered by all who heard him, especially the solemn and well-chosen words in which he charged the newly admitted members of the Order. Bro. Hannahan is; in the opinion of all in this section, eminently the right man in the right place. Just such a thing as his visit was needed, for many of us are far from the precincts of the Lodge hall, and it is impossible to keep the interest up under such a state of affairs.

Seventeen of the members are employed on the New Brunswick Railway, which of late years has raised the standard of everything it controls, except the men's pay, and I for one, wish them well in their effort to unite themselves under our emblematic motto of "Protection, Charity, Sobriety and Industry," with so suggestive a name as Justice for their standard. It is very likely that those members of No. 4, who are near the new Lodge will withdraw from the parent Lodge to enter the new one and thus many will be enabled to attend meetings where now no chance exists for them to get to the hall. Indeed, I think some have already sent for their cards.

We have a good class of men here on this end of the Maine Central, and the Brotherhood spirit has been given a push by the worthy Vice-Master that won't be forgotten very quickly.

Of the boys I might mention that the day trains, Bangor to Vanceboro, are fired by Bros. M. J. Stuart, Harry Goodman and Joe Lowell. Bro. R. E. Knight fires engine 65, on the owl trains when he don't run the shifter at Vanceboro. Bro. E. E. Lord still wrestles with the starting and stopping gear of engine 74, as the day shifter at Vanceboro. Much is being said of the cars for the Limited Express to Bar Harbor. It is said they are the finest and best equipped in the world. All the boys ask for is the power to haul them. Our road between Vanceboro and Bangor was flooded for two weeks, so deep in some places as to kill the fires completely. A man fell off a hand car which was pushed out into the water at Costigan, and was drowned on the road-bed in about seven feet of water. Engine No. 60, with Bro. W. J. Boothby in charge, started to come through the water at Molunkus, with a wood fire built on top of the coal and got stranded for steam before they got through, with the water over the cab floor. It is said that the wood all floated out the fire box door but I don't think it was quite so bad as that. Bro. B. anchored her to a tree on the road side, to keep her from tipping over and stood on the bank nine weeks waiting for the water to subside so that he could get his time book, to see if he was to have shop or road pay for running her. He said his rights had run out but the water had not.

Please pardon this ramble. I will mention more of the boys in my next, and with three cheers for our noble Order, our lively *Magazine*, and our more than grand Vice-Master and officers, I will close with best wishes. Fraternally,

O. K. D.

RENOVA, PA., June 13, 1887.

Editor Locomotive Firemen's Magazine:

Please afford the undersigned sufficient space to say that the members of West Branch Lodge No. 338 are a steady and industrious lot of boys, who are prompt in the payment of their dues and assessments, as our records will show. There is not a member in bad standing on the rolls. Brother Severin is our Collector and Brother McManigal is our Receiver, and both have the implicit confidence of the membership, and the records of the Lodge are neatly and accurately kept by Bro. F. A. McGuire. I regret to say that Bro. Truman's smiling face is missed from our midst, as he has accepted a position on the B. R. & P. R. R. Success to him. We also understand that Brother Gamble is about to accept a more remunerative position. Bros. Severin and Kirby have been promoted to the right side and are doing good work. Success to the boys and also to our beloved Order. Fraternally yours,

Crank.

PENSACOLA, FLA., June 6, 1887.

Editor Locomotive Firemen's Magazine:

In February, 1887, we formed a little band of ten, as worthy Firemen as there are in the southern land. Bro. Stitler, who withdrew from No. 146, joined us and was received with much joy. He is as hard a fighter for our Order as the B. of L. F. affords, and he is always pleasant, and is certainly "one of the boys." Although we are but few we know what is our due, it is for each and every one of us to be very staunch and true. But as we are all new members we will not be boastful, but hope to make such a record that all our Sister Lodges will be glad to hear from Flowery Lodge, No. 346.

Ellsworth.

Digitized by Google

For the Magazine.

FATA OBSTANT.

An order came some time ago
Forbidding engineers to flirt,
They claimed that they must have it so
As enginemen were on the alert

For every pretty maid and wife,
With looks as sweet as April flowers,
From Saratoga's pompous strife
To Champlain's rustic bowers.

With throbbing hearts and feverish brows,
They read the order, one and all,
Which told them plain they could not flirt
While undergoing duty's call.

"Big Miller" read with tear-stained eyes
And heart that beat with loud despair,
"It's enough to make a man," he cries
With accents wild, "pull out his hair."

Then William Spoor, that sly old fox,
Came up and read with aspect grim.
"That puts me in a terrible box,"
He said as he quickly dropped his chin.

The next man came with saddened heart
Was Warner, with dejected air,
Like Don Juan he could not stop
A flirting with the maidens fair.

So Miller smokes his short, black pipe,
And sighs at every maid he meets;
While William S. is in a plight
Because the maidens he can not greet,
While Warner with a look of contempt
Does nothing but to whistle and think.

D. and H. Poet.

SAN FRANCISCO, CAL., May 14, 1887.

Editor Locomotive Firemen's Magazine:

No doubt it will be of interest to the well wishers of Golden Gate Lodge, No. 91, to see her mentioned in the corresponding department of the *Magazine*. No. 91 is alive and the past year has been one of prosperity and usefulness, and should our Grand officers pay us a visit in the near future, I hope they will notice a decided change and feel that their last visit in June, 1886, was not made in vain. Our meetings during the past winter have been regular and interesting, having been visited by several of our eastern brethren who have strayed out so far west. Summer is at hand and our busy time making it very difficult to hold regular meetings. On account of several lines projected, and others in course of construction, California may have an increase of Lodges in the future. The moving spirit in our ranks is Bro. W. Allan, our Collector, who has been so very successful in stirring up members and bringing No. 91 to its present healthy financial standing and by the ability he has shown and the interest taken in the welfare of the Lodge and the good of the Order at large, he is deserving of much credit and praise and should receive the support of all members truly interested in our noble Order. All our boys are busy at work and a stroll among them will find them to be such as No. 91 should be proud of. Our pioneer members, Bros. Fifield, McCreagh, Martin and Foster, are making good records on the right side, and being among the oldest members on the Pacific coast, are daily examples to us younger members, they being true blue Brotherhood men. Finding this article longer than I intended, I will side track, hoping to hear from others of No. 91. Yours in P. C. L. I.,

Magazine Agent.

ANDERSON LODGE No. 278,
VICKSBURG, MISS., June 17, 1887.

Editor Locomotive Firemen's Magazine:

One of No. 278's most faithful members, Bro. Thomas Tucker, is now second engineer on the steamer Lake Washington. Go ahead, Tom; you will rank in front by your noble work. Bro. J. B. Seay, of 278, is now pulling the throttle of engine 30, one of Rogers' best. Hold your own, John, and stay in front. Bro. Wm. Wright, Master of 278, is also running a ten-wheeler here, and you can rest assured that Billy is always on time. We wish you the greatest prosperity and success. Bro. J. A. Davidson, of Macon Lodge No. 246, should never be forgotten, for he is a whole-souled worker in the great cause. His heart and hand are with the Brotherhood and he takes a great deal of pains to show the boys what he now represents and he always finds friends wherever he may be. We only wish all the boys had the same noble traits of character that distinguish Bro. Davidson. He welcomes all the Brotherhood, and says they all have a home when they meet Jim. May such members prosper in what they undertake is the wish of the Brotherhood. Yours,

E. Wright, Collector 278.

ALLEGHENY, PA., August 2, 1887.

Editor Locomotive Firemen's Magazine:

I have been looking the *Magazine* over every month expecting to hear or see something in regard to the condition of Smoky City Lodge No. 219, B. of L. F. The condition, financially speaking is good, but the average attendance is not, nor can I even say fair. Now, there is a great deal of non-attendance. I think this can be overcome by each and every one making up his mind before making previous arrangements to go elsewhere that Smoky City Lodge No. 219, B. of L. F., meets every Friday night. Now, as the new year has been started with new officers, let every member make up his mind to attend every meeting possible and try to make them interesting. There is only one way of doing that and that is by coming around and taking an active part. That is the only way you can get instructed. I generally hear the excusing remark made, "I am not posted." Well, they ought to know they can't get posted by staying away from the meetings. I will say in conclusion for every member to make up his mind to make one special effort and that effort shall be an object, and that object, "the meetings."

Natural Gas.

BUFFALO, May 16, 1887.

Editor Locomotive Firemen's Magazine:

As the 14th inst. was the first anniversary of Omega Lodge No. 316, I desire to say to the Brotherhood that the progress we have made is most cheering. Our membership has increased rapidly and the future of the Lodge is bright and encouraging. Bro. Brown has received promotion and is doing well. Bro. Daily has also laid down the scoop and now holds the throttle. Great credit is due Bro. Williams and Bro. Walsh for their faithfulness.

Yours fraternally,

P. J. Donovan.

Digitized by Google

HAMILTON, ONT., August 4, 1887.

Mr. Editor:

Though not a member of your organization, I am, I think, one of your oldest readers, having subscribed for the first or second volume of the *Firemen's Magazine*, and as I handled the scoop and shoved blocks for some twelve or fourteen years, you will give me credit for being a pretty old fireman, and as I also did the 'ostling act for two or three years, you may say truly that I have gone through the mill and perhaps a little advice from one who can claim twenty-five years of active railroading may do a little good to some of the younger members of your Order who may feel a little disappointed at their abilities not being recognized sooner than they are. If I had stayed on the road I first started on I should undoubtedly have gone to the right hand side after four or five years service, and have had a snug pile laid away by this time. But after reaching the rank of passenger firemen, I foolishly became discontented and quit for good, only to start after a time at the foot of the hill again and on the point of promotion, I again quit in disgust. After a little while running a stationary I commenced a third time as a wiper, then once more a raiser of steam with wood and coal for ten long years, and finally the throttle which but for my own foolishness I might have been pulling nearly all the years I was firing. Is there not a lesson to be learned from this? I will leave it for others to judge. Hoping your order will continue its prosperous career, I remain yours sincerely,

An Old Fireman.

COLUMBIA, PA., June 4, 1887.

Editor Locomotive Firemen's Magazine:

I have been a member of the great Brotherhood of Locomotive Firemen a good while and have been watching the *Magazine* with both eyes open, but of the many writers of 252 not one comes to the front to inform the Brotherhood how we are getting along. I know the boys have been busy, but have thought if they would put the minstrels aside and write a few lines occasionally to the *Magazine*, it would be in the line of encouragement. But each one has an excuse of his own, and thus silence is maintained. We have some kickers and growlers, but they don't mean anything; it is a way they have, but take it all in all, No. 252 is one of the Banner Lodges. We are still taking in a few members and I think that our kickers are satisfied with the *Magazine*, as our agent went to the postoffice and there they were, as high as six numbers for one member and those members condeming the editor, the agent and everybody else, because their books were not forwarded. *Fifth Notch Fireman.*

NORWOLK, O., May 19, 1887.

Editor Locomotive Firemen's Magazine.

Maple City Lodge No. 198 is in a prosperous condition. We have twenty-three members, and all in good standing, and are doing good work for the Brotherhood, and all living up to the principles of the Order. This is a short letter, but it will serve, I hope, a good purpose, since it will inform all sister Lodges that 198 is keeping step to the music of progress, and to every demand of fidelity to constitution and obligation. *V. C. F.*

SAVANNAH, GA., May 26, 1887.

Editor Locomotive Firemen's Magazine:

On February 15th, Bro. Hannahan, V. G. M., visited Georgia Lodge, No. 245, while he was on his way to the "Flowery State," and on February 17th, our worthy Grand Master Sargent made us an officia visit. The members of the Order enjoyed the instructions of both Grand officers, and the Order is still feeling the effects of two open meetings held by them. Our membership is steadily increasing and the principles and aims of the Brotherhood are better known than before the visit. Miss Jennie Smith, superintendent of the Railway Department, W. C. T. U., addressed a few of the members of No. 245, on May 1st. On May 15th a mass meeting of railroad men listened to a practical talk in behalf of the temperance cause. She is doing a noble work and we heartily commend her to members of the Order wherever she may go. I believe 245 is the first Lodge of firemen she has met, although she is well known to the B. of L. E. Miss Smith gave us a lecture on the dangers of intemperance, which all true members of the B. of L. F. would do well to heed. I remain yours, *Zack.*

WILMINGTON, DEL., June 20, 1887.

Editor Locomotive Firemen's Magazine:

Permit me to say through the columns of the *Magazine* that Delaware Lodge No. 231, though seldom heard from, is keeping up with the procession. A number of our members have been trying to increase the sisterhood of the Order, and have been successful, and others are encouraged to continue their efforts. The boys are working hard for our moonlight, and are going to make a success of it. I would mention with deep regret the death of the wife of Bro. Geo. Pearce. Bro. Pearce has the sympathy of the members of 231 in this his time of trouble.

Yours fraternally,

Moonlight.

HARTFORD, CONN., May 15, 1887.

Editor Locomotive Firemen's Magazine:

Charter Oak Lodge, No. 285, was organized in August, 1885. Since then we have admitted something over twenty members, making a total membership of more than forty. Some of our boys have been advanced to the right hand side. Bro. Day is real proud of his "Celeste," but for the present she is laid up. Bro. Fitch is doing good work with the "Starting Bar," and Bro. Sterner also has hold of the gauge cock. Bro. Shaffer puts the gad on the old 118. But enough for the present.

Tallow Pot.

For the Magazine.

FADING.

My boyhood's home in ashes!
The thought makes bitter strife and pain.
Scenes of youth make all my wishes
To wander back to dear old Maine.

Silently to tread the silent hillside,
To ponder o'er the scenes of younger days,
Cause all the wishes, make all desire,
To go once more where mother lays.

E. B. Mayo.

Digitized by Google

BIG FOUR LODGE, NO. 337,
KANSAS CITY, MO., June 15, 1887.

Editor Locomotive Firemen's Magazine:

Big Four Lodge has been organized about a year and it is time that our sister Lodges should know something of its condition and prospects. The boys of 337 are honest, industrious and sober. I can pay them no higher compliment—such characteristics are the glory of our Brotherhood. They mean all things of good report. Our worthy Master, C. F. Allis, has been promoted to the position of engine dispatcher. Bro. C. Thompson, our Collector, is now in the yard on engine No. 80. The other Brothers in the yard are Sayers, Bruner, Mahoney, Richardson, Dickenson, Shipley, Pringle, Brockwell, Gabrielson and the Clough brothers. Bro. Hennessey, of engine No. 4, has a regular run now, but he is often found in Wyandotte. Bro. D. Jones has a regular run with lay-overs on Duff street. Bro. Roberts, alias Whiskers, has attractions at Fort Scott, and Bro. Leonard is in the same happy condition, the difficulty being the attraction is the same young lady in both cases. Bro. Dungan and Snook, who never lay off, are on engines 43 and 44, respectively. Bro. E. Franz, the ten-wheeler, is as ever O. K., with 140 on the gauge. Bro. Gosse is on engine 55. Bro. J. V. Chenington is running extra, with good prospects of a regular engine soon. Bro. J. Brown did not like the Rhubarb run, and kicked for the 53 on frieght. Bros. Millspaugh, Hopson, Listero, Crotty and Potts are now on the Calamity Branch. Bro. W. F. Barker is firing a yard engine on the K. C. St. Joe & C. B. Ry. Bro. L. F. Stephens has opened a cigar and news depot and is doing well. Bro. C. G. Lockenbys has an eleven pound boy and is happy. Yours fraternally,

Marias des Cygne.

DUQUOIN, ILLS., June 20, 1887.

Editor Locomotive Firemen's Magazine:

It is with feelings of deepest regret that I chronicle the sudden death of Sumter Hall, which occurred Saturday morning, June 18th, 1887. At the time of his death he was running freight engine "216," and a few miles from "Makauda," collided with a rock train, killing the engineer and severely injuring the fireman, one brakeman and conductor. Sumter was well and favorably known all along the road, from Centralia to Cairo, having worked in the employ of the I. C. Co. for a number of years past, and by his quiet and gentlemanly bearing was a general favorite with all with whom he came in contact. New Hope Lodge, in his death, will lose an old and valued member. He has held several offices and has always acquitted himself with credit. He was especially well known in this city, having at various times run the switch engine here. His body is to be taken to Baltimore, Md., for interment. Words fail to express the universal regret experienced by all his friends at his untimely end. How true that in "the midst of life we are in death," and that it is but a step from "time to eternity;" especially true it is in railroading, more so than in any other calling. And how much it behooves us all to be prepared with hand on the throttle, awaiting orders from the great Master. *A. L. M.*

IN MEMORIAM.

In memory of John T. Donahue and Geo. Webster, who were killed on the Chicago, St. Paul, Minneapolis & Omaha Railroad, Monday, July 25, 1887.

On, on through the dark rushed the 66,
With its hot and fiery breath,
But little reckoned John Donahue
He was rushing on to his death.

On the stations went whirling past,
And left behind in their trail,
As the heart of the engineer grew light
As he bounded over the rail.

"George," says he, "'twas late when we left,
But our engine is working prime.
If nothing goes wrong as she goes along,
We will take in our train on time.

Throw in another scoop or two,
Scatter the embers red,
Tallow up the cylinder cups.
While I keep a look ahead."

Soon Shell Lake reached, a short stop made,
As onward again they speed
Like an oval shot through Baronette,
No thought of the danger ahead.

"Jack," says George, "she's working fine,"
As Granite Lake drew near,
"64 is in the siding all right,
The main line must be clear."

Then Cumberland, came in view,
And little they thought that the switch
Had not been closed by section two,
Nor that they'd be thrown in the ditch.

It came up to the open switch,
Oh, how it tossed and turned,
The fiery fiend swept over all
The both of them it burned.

Oh, mortals think of that agony,
No human tongue can tell,
When the two of them had seen the switch
Then under the engine fell.

And let us also think of those
That are left on earth behind,
Thinking to see their dear brothers again
Who were to them so kind.

They have run their last trip, their troubles are o'er,
Friends full of kindness and love,
May the names of our dear brothers be found
In the books in the round-house above.

Mrs. Emma Tryder.

ST. PAUL, MINN., August 1, 1887.

ALLEGHENY CITY, June 20, 1887.

Editor Locomotive Firemen's Magazine:

My purpose in writing to the *Magazine* about Smoky City Lodge, No. 219, is to advise your readers that we are still striving to hold aloft the grand old banner of the Brotherhood and to assure you that we are keeping step to the music of progress. We have a good set of officers and members, and our Worthy Master is one of the finest—and of great patience, especially when he goes fishing.

Yours fraternally, *Modified.*

On July 24th an excellent Lodge, consisting of fifteen charter members was organized at Vincennes, Ind. The new Lodge is to be known as "Tried and True No. 361," and if we may judge by appearances it will not be long before the Lodge will rank with the best in our Order. Lon Prewitt wields the gavel and all the boys have implicit confidence in him. We bespeak for Tried and True, No. 361, a bright and prosperous future.

Digitized by Google

Personal.

HARRY W. WHEELER is on the O. & M., running out of Seymour.

IN J. H. DEPUTY the members of No. 361 will have an efficient Magazine agent.

LON PREWITT will make No. 361 an excellent Master. He will enforce every law to the letter.

W. A. WENDLING was a good selection for Secretary of No. 61. He is eminently qualified for that position.

T. P. MURPHY has embarked in business at 995 West Lake street, Chicago. Success to you, Tom.

CHAS. L. FREEMAN is quite an old veteran in the cause, and the boys of 361 were glad to receive him into membership.

G. G. WHEELER has been rewarded with promotion and the members of No. 361 congratulate him upon his success.

JOHN MOORE, Receiver of Pride of the West, No. 6, is just such an officer as every Lodge should have in that capacity.

C. F. BROWNELL, A. A. Graney and Jno. Edwards, of 177, have been promoted and are doing good service on the right hand side.

DORR BENN, of 240; J. Gabriel, of 269, and J. H. Selby, of 155, were present at the organization of No. 361, at Vincennes, Ind., and rendered valuable services.

ONE of our correspondents at "Water Bar," desires to ask Bro. Schaible about that confectionery box he saw on his visit to New York, on May 15th.

NO BETTER selection could have been made for Collector of No. 361, than Bro. Chas. Schermerhorn. We are satisfied that he will keep the boys in good standing at all times.

DANIEL CADDEN is the new Receiver's name of the Lodge at Vincennes. He is a young fireman on the O. & M. road, but has already enlisted the confidence and respect of all who know him.

THE marriage of Bro. Geo. W. Grigsby, of Eureka Lodge, No. 14, to Miss Lizzie Giblin, of Indianapolis, was solemnized on June 29th. Their many friends wish them all the blessings earth can afford.

THE members of Georgia Lodge, No. 245, extend their sincere thanks to Mr. W. M. Cox, for the very kind favor received from that gentleman. Mr. Cox will be remembered gratefully by all the boys for his interest in their behalf.

IF you want to get any thing in the line of gents' furnishing goods, while in Chicago, call on Bro. T. P. Murphy, 995 West Lake street. Tom also keeps a line of elegant gold badges of all descriptions, as well as a stock of choice cigars, and our members will do well to give him a call.

WE have never met a more intelligent body of men than those who make up Tried and True Lodge, No. 361, our late acquisition at Vincennes, Ind. The boys mean business, every one of them, and if they do not make a substantial showing in the next six months we will miss our guess by a decided majority.

WE were pleased to meet Bro. Gabriel at Vincennes, while organizing Tried and True Lodge, No. 361. Bro. Gabriel remained with us all day and assisted greatly in putting the new Lodge on its feet. Bro. G. is a member of No. 269 and gave glowing accounts of the excellent condition of his Lodge. Their recent picnic was the greatest success on record.

BRO. C. A. WALTERS, of No. 361, Vincennes, was lately married to Miss Maggie Lemen, of Indianapolis. They are keeping house at Vincennes, and have got one of the coslest little homes we have ever seen. While there lately we enjoyed the hospitalities of Bro. and Mrs. Walters, and we were entertained in royal style.

BY a stroke of good fortune we met Bro. Dorr Benn, of No. 240, at Vincennes, and he rendered us very valuable assistance in organizing "Tried and True, No. 361." Bro. Benn delivered a most eloquent address to the new Lodge and won plaudits upon every hand. He spoke with characteristic earnestness and made a lasting impression upon the meeting. Bro. Benn as a Brotherhood man is "all wool and a yard wide."

"A Broken Lodge."

Under the above caption the Vincennes *Commercial* of a recent issue published an extended article purporting to represent the sentiments of the members of Old Post Lodge No. 17, whose charter was reclaimed by the Grand Lodge some months ago. The paper containing the article was widely circulated among the Lodges of our Order with the evident purpose of arousing a feeling of hostility toward the Grand officers for their action in reclaiming the charter of said Lodge. The article is filled with misrepresentations, it is a mass of bosh, flapdoodle, idiotic slobber from beginning to end, and we would not deign to notice it at all were it not to expose the falsity of the claim that is urged, *i. e.*, that it represents the sentiments of the members of Old Post Lodge.

The publication referred to does not represent the sentiments of the members of Old Post Lodge at all, in fact a majo ity of the members of said Lodge are thoroughly disgusted with the matter and openly condemn the author of the article. In this connection it may be well to review briefly the facts in the case, and see who is really responsible for the downfall of the Old Post Lodge. In the first place the charge is made that the Grand officers are responsible for the embezzlement of the funds of the said Lodge. Was any charge ever more preposterous? As well might the Grand officers be held responsible for the actions of the Chicago boodlers. Were the Grand Officers the custodians of the funds of Old Post Lodge? Were the Grand officers in charge of its affairs? The Constitution required a quarterly examination of the Financier's books and accounts. In the history of the Lodge such an examination was never made. Who was at fault for such criminal neglect of our constitutional requirements? In each issue of the *Magazine* there appears a financial statement showing the amount paid by each Lodge. Month after month Old Post Lodge appeared *blank*, no remittance having been made. Why did the Lodge not call its Financier to account for the deficiency if he was making his collections and pocketing the money as it was afterward claimed? The Grand Lodge was advised that the members were delinquent and had not paid their assessments, and as the statement came from a Grand officer, a member of Old Post Lodge, the truth of the statement was not questioned. After the deficit was discovered the Grand officers put forth every effort to save the Lodge, but the Lodge made no effort to save itself, and the charter was only reclaimed when there was no other alternative, and even then it was done upon the written recommendation of the acting Master of the Lodge. Just here we will introduce a paragraph from the report of the Grand Executive Board by whom the matter was thoroughly investigated. Here is what they say:

"It having been claimed by the late members of Old Post Lodge No. 17, of Vincennes, Ind., that their charter had been illegally reclaimed by Grand Master F. P. Sargent, the Grand Executive Board assembled, on April 20th, at Terre Haute, Ind., for the purpose of investigating the legality of his action. After a careful examination of the evidence produced, we most respectfully report that, in our judgment, said action of the Grand Master was in strict accordance with the requirements of the Constitution."

Digitized by Google

Had the Grand officers prostituted their trust by *cancelling* the debt of Old Post Lodge in compliance with the request of the authors of the "Broken Lodge" article, that is to say, had they made embezzlers of themselves to clear the debt of Old Post Lodge, these gentlemen would have had nothing to say against the Grand officers, and the Vincennes *Commercial* with its blue line decorations would never have gone abroad to convey the startling intelligence that the Grand officers had deprived the members of Old Post Lodge of some eighty thousand dollars of life insurance. But the point we make is that the article alluded to in no sense represents the sentiments of the members of Old Post Lodge. At the time the charter of said Lodge was reclaimed, there were fifty-three names upon the roll of membership. Now we claim that a majority of them approve the action of the Grand officers in reclaiming their charter. We challenge the author of the "Broken Lodge" article to publish the names of those members who endorse the said publication. In this connection we deem it proper to introduce the testimony of an officer of Old Post Lodge, one whose integrity is above question. In a letter to the Grand Lodge, he says: "A majority of the members of Old Post Lodge condemn the articles which have appeared in the Vincennes *Commercial*. They do the Grand officers the greatest injustice. We believe the Grand officers did their duty in reclaiming our charter. They could not have done less without violating the laws of the Order. As for our 'Broken Lodge,' we and we alone are responsible for it."

As for our action in reclaiming the charter of Old Post Lodge, we are willing to stand by it. For seven years we have been able to render a satisfactory account of our stewardship and we have no fear of the future. We are responsible for our official acts not to the anonymous newspaper falsifier but to the Brotherhood, and when the proper time comes, the Brotherhood will pass judgment upon our action. Meantime we can afford to be patient. The accusations of a corner loafer will not injure us nor help him. That is the standing of the "*gentleman*" who inspired the 'Broken Lodge' article. In the whole city of Vincennes he could not buy a paper collar on credit. He assumes to champion the cause of Old Post Lodge when he himself robbed its members to the extent that he had the opportunity, and if he did not steal the funds of the Lodge it is simply because he did not have the chance. He was loud in denouncing the fraud of the Financier, probably for the purpose of covering his own. The Financier of Old Post Lodge was not the only defaulter.

Despite the opposition of the author of the 'Broken Lodge,' a new lodge, sound to the core, has been instituted at Vincennes, Ind. Tried and True, No. 361, flourishes there and will live and thrive long after the croakings about a "broken lodge" have ceased forever.

Special Notices.

Many valuable communications have been crowded out of this issue for want of space. We shall try to publish them all in our next number.

Mr. W. E. Kittrege, Round House Foreman of the C., M. & St. P. at North La Crosse, is an excellent gentleman and is deservedly popular with his employes.

See notice elsewhere of Special Assessment No. 2. The amount is one dollar and the last day of payment is October 1, 1887. Pay promptly and avoid delinquency.

Charles M. Decoo, of Standard Lodge, No. 158, is requested to correspond at once with the Collector of his Lodge, Ed Heidenreich, 124 Hastings street, Detroit, Michigan.

Charles C, Livingston, formerly a fireman on the C. & N. W. and Wabash Railways, will learn something to his advantage by corresponding with Theo. C. Livingston. 1016, Howard St., Omaha, Neb.

IN MEMORIAM.

[Died, of diphtheria, Claude, Virda Bell and Mabel, children of John and Cynthia Whitney, within six days.

A home once so happy is lonely to-day.
For three darling children with us could not stay.
First Claudie was taken, our darling, our pride.
With the dreaded diphtheria he sickened and died.

Then next our baby, our sweet Virda Bell,
And we knew it was certain she could not get well
For the angels in whose circle she's singing to day,
Filled her sweet mouth with songs 'ere they bore her away.

Tho' but fifteen months old she sweetly would sing,
And we thought a message from heaven did bring,
To say that our baby to us was given
To stay but awhile, then to blossom in heaven.

Then next was our Mabel. God help us to say
Thy will, not ours, Thou hast taken away
Our darlings. Thou gave them, and blest be Thy name,
They await us in glory, our loss is their gain.

As Mabel's sweet songs to our memories return
We know she is happy, then why should we mourn.
By the river she sang of she is standing to-day
And beckons us over to be happy alway.

J. B. Whitney and Wife.

HILLSDALE, JULY 26, 1887.

Resolutions.

COMO, COL., May 10, 1887.

Died, at Leadville, May 3d, 1887, James Clendenning, from a pistol shot fired by one Cagney.

James Clendenning became a member of High Line Lodge, 256, March 5, 1885, and being a charter member, his memory will be cherished by his brother firemen. Bro. Clendenning stood high in the esteem of all who knew him. He was a true member of our Brotherhood. He leaves no family of his own, but a mother, two brothers and four sisters mourn his untimely death. During the hours that he lingered after the fatal shot, he was visited by all who could possibly be with him. His mother, sister and brother were with him in his dying hours and the scene was most affecting. Never, since the great scenic High Line Railroad was constructed over the snowy peaks of the Rocky Mountains, did a braver or truer fireman watch the steam gauge, than James P. Clendenning.

At a meeting of High Line Lodge, No. 256, of the B. of L. F., held Thursday, May 1st, 1887, the following preamble and resolutions were adopted:

WHEREAS, The Supreme Master has called from our midst another worthy member, our much esteemed brother, J. G. Clendenning, who died Thur day morning at 6:45; and

WHEREAS, The members of this Lodge entertain feelings of fraternal affection for the deceased brother, and therefore be it

Resolved, That while we bow submissively to the will of Him who tenderly cares for us, we do not forget those who mourn the loss of those near and dear to them.

Resolved, That as a token of our sympathy a copy of these resolutions be presented to the stricken relatives, that a copy be handed to our city papers for publication and that a copy be spread upon the memorial record of our Lodge.

Resolved, That our charter be draped for thirty days as a tribute to our departed Brother.

Resolved, That we extend thanks to Lodges Nos. 77 and 196, for their kindness towards laying away our Brother.

Resolved, That our thanks be extended to the officers of the D. S. P. & P. R. R. for their kindness in furnishing transportation to members and to the relatives of the deceased.

GEO. W. MCALEER,
WALTER MATHER,
D. TOMPKINS, } *Committee.*

Digitized by Google

ST. LOUIS, MO., July 22, 1887.

At a regular meeting of Peace Lodge, No. 109, B. of L. F., held July 22d, 1887, the following resolutions were unanimously adopted:

WHEREAS, The members of Peace Lodge, No. 109, have been the recipients of a handsome altar spread, with the design of a horse shoe, and the words "Peace Lodge, 109," artistically worked thereon, presented to them by Miss Hattie Hogue, of St. Louis, through Harmon Lodge, Ladies' Society, B. of L. F.; therefore be it

Resolved, That we tender our sincere thanks to the above-named lady for the pains she has taken in working us such an elegant and valuable present, which is duly appreciated by the members of Peace Lodge, No. 109.

Resolved, That a copy of these resolutions be sent to Miss Hattie Hogue, also to the *Firemen's Magazine* for publication, and that the same be spread on the minutes of this meeting.

JOHN W. LEATHERS,
GEORGE DRYER,
W. M. WHITE,
O. L. DEARING,
J. L. PATE,
} *Committee.*

GALVESTON, TEXAS, May 1, 1887.

At a regular meeting of Gulf City Lodge, No. 115, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their charter in mourning, it having been the will of Almighty God to remove from our midst our worthy and beloved Brother, John Martin, who was called away from this world after a brief illness on the 14th day of April, 1887.

WHEREAS, The relations held by our deceased Brother with the members of this Lodge, render it proper that we place on record our appreciation of his merits as a man and a worthy Brother; therefore be it

Resolved, That while we bow in humble submission to the will of Almighty God, we none the less mourn the loss of our worthy Brother who was so early cut down in the full vigor of manhood.

Resolved, That in the death of Brother Martin our order has lost a worthy member, the railroad company a steady, sober and trust worthy employe, and his grief-stricken mother, a loving and devoted son.

Resolved, That we tender the members of the bereaved family, especially the mother, our sympathy, knowing how inadequate are words to lessen the desolation of the heart, but earnestly wishing it were in our power to allay the grief and anguish of the ones deeply bereaved.

Resolved, That as a token of respect and esteem for our departed Brother, our charter be draped in mourning for the space of thirty days, and that a copy of these resolutions be published in our *Magazine*, and a copy of the same furnished the mother.

WM. POWELL,
ED. LEWIS,
JAS. CLARK,
} *Committee.*

UTICA, N. Y., July 24, 1887.

At a meeting of the committee appointed by Rickard Lodge, No. 229, the following was unanimously adopted:

WHEREAS, We are, for the first time in the history of the Lodge called upon to chronicle the death of a worthy Brother, engineer Wylie; therefore be it

Resolved, That in the death of Brother Wylie our Lodge has lost a good and noble member, and although we deplore his loss we humbly submit to Him who doeth all things well.

Resolved, That the thanks of this Lodge be extended to the members of Lodges No. 230, 215 and 356, for the kind services rendered at the funeral of our deceased Brother.

Resolved, That our charter be draped in mourning for thirty days and that a copy of these resolutions be sent to our *Magazine* for publication.

F. E. BEACH,
J. G. AGANS,
JOSEPH WEIGAND,
} *Committee.*

Letters of Thanks.

DENVER, COL., June 19, 1887.

To the Brotherhood of Locomotive Firemen.

GENTLEMEN:—I desire to express my sincere thanks to the B. of L. F. for the prompt payment of the draft for $1,500 at the hands of W. F. Brundage, Receiver of Rocky Mountain Lodge No. 77. Words are quite inadequate to express the gratitude I feel for the interest taken in my husband, Matt B. Cowen, during his last illness by the Brotherhood. I feel that none but those he understood so well and loved so devotedly, could have been the stay to him and to myself as you have been. May the blessings of God rest upon each and every member of the Brotherhood of Locomotive Firemen.

Your sincere friend,
MRS. JENNIE COWEN.

HILLSDALE, July 26, 1887.

Editor Locomotive Firemen's Magazine:

Through the columns of the *Magazine* I wish to thank the Brothers of Gilbert Lodge No. 240, for their financial aid in the recent sickness and burial of our three little ones. May prosperity crown the efforts of ever member of No. 240, and may no such afflictions befall any of them as befell our family. We wish also to thank every one that contributed to us, for it was gratefully received, indeed. The railroad men in general have been very generous toward us, and we are very thankful to them. We wish them success in all their undertakings.

J. B. WHITNEY AND WIFE.

ESCANABA, MICH., July 19, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Accept our heartfelt thanks for the prompt payment of the sum of fifteen hundred dollars ($1,500) due us by the death of our beloved son, Edward J. McKeever; also for the floral tributes received, and services rendered by his brother firemen of Lodge No. 129. May God bless and prosper the B. of L. F. are the sincere wishes of

WM. MCKEEVER,
MARY MCKEEVER.

FT. WAYNE, IND., Aug. 1, 1887.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with sincere gratitude that I acknowledge the receipt of a draft for $1,500 due me on my disability claim. My draft was presented to me by our worthy brother and Receiver A. J. Kohler, of A. G. Porter Lodge 141. And furthermore, I wish to thank the Brotherhood for their kind attention and for having chosen such a good and kind nurse as Brother J. Hellman, and I sincerely pray that the Brotherhood will ever prosper in its good work.

Your disabled brother,
HARRY E. KILPATRICK.

MIDDLETOWN, N. Y., April 6, 1887.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to say that I have received through the kindness of the officers of Lucky Thought Lodge, No. 232, of which my husband was a devoted member, a draft for $1,500, (fifteen hundred dollars) the amount of the policy held by my husband, E. G. Reynolds. I wish to express my sincere thanks to one and all for the many acts of kindness shown my husband and family through his long illness, also to members of other Lodges who called upon and showed him acts of kindness; also to those who attended the funeral would I express my gratitude.

Please publish this in the *Magazine*, and may the blessings of Heaven rest upon you, one and all, is the sincere wish of MRS. E. G. REYNOLDS.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

SEPTEMBER, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., September 1, 1887.

Special Assessment No. 2.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that a Special Assessment of ONE DOLLAR is levied upon all members whose names appear upon the roll of membership September 1st, 1887, and must be paid to the Collector of your Lodge, on or before October 1st, 1887, the same to constitute a Protective Fund, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before October 2d, and Receivers are required to forward the same so as to reach the Grand Lodge on or before October 10, 1887.

Any Lodge failing or declining to make its returns as above required will be dealt with in all things as in case of the non-payment of beneficiary assessments.

Yours fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., September 1, 1887.

Assessment Notice for September.

ASSESSMENT NO. 10.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and total disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 83. B. F. Hibbard, of Boston Lodge, No. 57, died of consumption, February 26, 1887.

CLAIM No 84. Ben Chaplin, of Black Hills Lodge, No. 86, was declared totally disabled with Diabetes, May 1, 1887.

CLAIM No 85. Henry Jobes, of Welcome Lodge, No. 72, died of Apoplexy, July 4, 1887.

CLAIM No. 86. Eugene Wiley, of Rickard Lodge, No. 229, died from injuries received in a Railroad Accident, July 13, 1887.

CLAIM No. 87. Joseph Paul, of O. K. Lodge, No. 269, was killed in a Collision, July 13, 1887.

CLAIM No. 88. A. L. Eccles, of Buffalo Lodge, No. No. 12, was killed by the Explosion of his Engine, July 13, 1887.

CLAIM No. 89. H. M. Van Avery, of Rocky Mountain Lodge, No. 77, suffered the Amputation of a Leg, July 15, 1887.

CLAIM No. 90. Charles A. Gifford, of Great Eastern Lodge, No. 4, was declared totally disabled with Fracture of Humerus and Ribs, July 21, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 90, and all members who were admitted on or before July 21st, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before September 25, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., Sept. 1, 1887.

Special Notices.

REPORT OF GRAND TRUSTEES.

The report of the Board of Grand Trustees for the year ending July 31st, 1887, has been forwarded to all Lodges.

GRAND MASTER'S APPOINTMENTS.

The Grand Master has made the following appointments for September: Brainerd, Minn., 11th; Fargo, Dak., 12th; Dickinson, Dak., 13th; Glendive, Mont., 14th; Livingston, Mont., 16th; Butte City, Mont. 17th; Missoula, Mont., 18th; Sprague, Wash. Ter., 20th; The Dalles, Ore., 21st; Albina, Ore., 22d, and Tacoma, Wash Ter., 23d.

The Grand Master has made the following appointments for October: Vanceboro, Me., 8th; Moncton, N. B., 10th; Truro, Nova Scotia. 11th; Campbellton, N. B., 12th: Concord, N. H., 18th; Lyndonville, Vt., 19th; Montreal, Can., 20th; St. Albans, Vt., 21st, and Rutland, Vt., 22d.

Yours fraternally,
F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., August 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending July 31, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 7.	Assessm't No. 8.	TOTAL.	Lodge Nos.	Back Assessm'ts	Assessm't No. 7.	Assessm't No. 8.	TOTAL.
1	. .	$66	. .	$66 00	34	. .	59	. .	59 00
2	. .	. .	. .	. . .	35	. .	25	. .	25 00
3	$8	173	. .	179 00	36	1	60	. .	61 00
4	4	99	. .	103 00	37	2	45	. .	47 00
5	3	83	. .	86 00	38	.	62	. .	62 00
6	2	50	. .	52 00	39	8	39	. .	47 00
7	29	29	. .	58 00	40	3	81	. .	84 00
8	. .	. .	. .	. . .	41	. .	25	. .	25 00
9	30	88	. .	118 00	42	. .	36	. .	36 00
10	3	76	. .	79 00	43	3	83	. .	86 00
11	1	121	. .	122 00	44	10	75	. .	85 00
12	23	236	. .	259 00	45	2	76	. .	78 00
13	. .	93	. .	93 00	46	3	49	. .	52 00
14	. .	. .	. .	. . .	47	. .	. .	. .	. . .
15	1	53	. .	54 00	48	. .	67	. .	67 00
16	7	133	. .	140 00	49	. .	. .	. .	. . .
17	. .	14	. .	14 00	50	. .	. .	. .	. . .
18	4	50	. .	54 00	51	. .	. .	. .	. . .
19	. .	37	. .	37 00	52	3	94	. .	97 00
20	4	34	. .	38 00	53	. .	. .	. .	. . .
21	. .	. .	. .	. . .	54	10	93	. .	103 00
22	7	25	. .	32 00	55	. .	. .	. .	. . .
23	. .	. .	. .	. . .	56	8	17	. .	25 00
24	. .	. .	. .	. . .	57	17	234	. .	251 00
25	5	68	. .	73 00	58	6	12	. .	18 00
26	7	75	. .	82 00	59	2	70	. .	72 00
27	2	77	. .	79 00	60	8	78	. .	86 00
28	1	70	. .	71 00	61	17	78	. .	95 00
29	1	36	. .	37 00	62	. .	58	. .	58 00
30	. .	. .	. .	. . .	63	3	44	. .	47 00
31	7	48	. .	55 00	64	. .	. .	. .	. . .
32	2	22	. .	24 00	65	2	63	. .	65 00
33	. .	53	. .	53 00	66	1	52	. .	53 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge No.	Back Assessm't's	Assessm't No. 7.	Assessm't No. 8.	TOTAL.
67				
68	43	64		107 00
69	5	43		48 00
70	4	34		38 00
71		$64		$64 00
72	$3	120		123 00
73		67		67 00
74	4	28		32 00
75	22	151		173 00
76				
77	1	99		100 00
78	22	81		103 00
79		45		45 00
80	8	87		95 00
81	67			67 00
82	10	86		96 00
83		56		56 00
84				
85				
86		61		61 00
87	1	27		28 00
88	1	46		47 00
89	106	26		132 00
90				
91	8	39		47 00
92	1	18		19 00
93	1	67		68 00
94				
95		100		100 00
96	55	42		97 00
97	16	49		65 00
98		25		25 00
99	26	74		100 00
100				
101				
102	8	33		41 00
103	11	87		98 00
104	1	22		23 00
105	6	105		111 00
106		27		27 00
107	2	83		85 00
108	1	23		24 00
109	7	68		75 00
110		25		25 00
111		49		49 00
112		47		47 00
113	4	30		34 00
114		22		22 00
115		30		30 00
116	1	47		48 00
117	1	49		50 00
118		22		22 00
119	3	28		31 00
120	5	81		86 00
121		57		57 00
122	3	56		59 00
123		60		60 00
124	3	18		21 00
125	16	39		55 00
126		21		21 00
127	7	73		80 00
128		26		26 00
129		58		58 00
130		81		81 00
131				
132	1	37		38 00
133		28		28 00
134		27		27 00
135	4	45		49 00
136		18		18 00
137		26		26 00
138	4	37		41 00
139	5	26		31 00
140	1	54		55 00
141	$1	$120		$121 00
142				
143		20		$20 00
144	30			30 00
145		25		25 00
146				
147	14	37		51 00
148	3	29		32 00
149	26	187		213 00
150	6	41		47 00
151		53		53 00
152				
153	8	45		53 00
154	1	37		38 00
155		15		15 00
156				
157	4	26		30 00
158	6	58		64 00
159	45			45 00
160	3	43		46 00
161	5	56		61 00
162	6	86		92 00
163				
164		37		37 00
165	1	31		82 00
166	29			29 00
167		32		32 00
168	2	42		44 00
169		107		107 00
170		40		40 00
171		19		19 00
172	50			50 00
173	4	39		43 00
174	2	101		103 00
175	4	37		41 00
176	1	16		17 00
177	1	50		51 00
178	10	60		70 00
179				
180	1	8		9 00
181		20		20 00
182		31		31 00
183	1	30		31 00
184	2	19		21 00
185	5	16		21 00
186				
187				
188		70		70 00
189	4	29		33 00
190	10	20		30 00
191		27		27 00
192	2	17		19 00
193		25		25 00
194		36		36 00
195	19	42		61 00
196	6	19		25 00
197				
198	8	24		32 00
199		30		30 00
200				
201		32		32 00
202		49		49 00
203	15	46		61 00
204	2	11		13 00
205		62		62 00
206	7			7 00
207	7	71		78 00
208	4	36		40 00
209	4	18		22 00
210	1	33		34 00
211		57		57 00
212	3	24		27 00
213	6	30		36 00
214				
215		47		47 00
216	1	61		62 00
217		21		21 00
218		14		14 00
219	7	52		59 00
220	$7	$52		$59 00
221		34		34 00
222	3	29		32 00
223	1	20		21 00
224				

Beneficiary Statement—Continued.

Lodge No.	Back Assessm't's	Assessm't No. 7.	Assessm't No. 8.	TOTAL.
225				
226		28		28 00
227	2	22		24 00
228	5	106		111 00
229		33		33 00
230		64		64 00
231				
232	1	25		26 00
233				
234				
235	34			34 00
236	1	21		22 00
237	11	56		67 00
238	37	29		66 00
239	35	26		61 00
240	6	76		82 00
241		21		21 00
242	2	56		58 00
243				
244	6	77		83 00
245	4	21		25 00
246		26		26 00
247				
248	1	27		28 00
249		19		19 00
250	4	71		75 00
251		35		35 00
252		87		87 00
253		33		33 00
254	2	29		31 00
255				
256	4	33		37 00
257				
258				
259		20		20 00
260	2	19		21 00
261	2	33		35 00
262		22		22 00
263	1	29		30 00
264	10	28		38 00
265		53		53 00
266				
267				
268				
269	1	43		44 90
270	1	58		59 00
271		27		27 00
272		29		29 00
273		41		41 00
274	3	17		20 00
275				
276				
277				
278	9			9 00
279				
280	3	34		37 00
281		24		24 00
282				
283	3	38		41 00
284	2	79		81 00
285	5	35		40 00
286	2	82		84 00
287				
288		17		17 00
289				
290	7	27		34 00
291	1	54		55 00
292		20		20 00
293				
294				
295		23		23 00
296	16			16 00
297	1	12		13 00
298				
299	$1	$32		$33 00
300		41		41 00
301		21		21 00
302	8	18		26 00
303		10		10 00
304	2	23		25 00
305		23		23 00
306	1	27		28 00
307	3	50		53 00
308	16			16 00
309	31			31 00
310	2	26		28 00
311	1	19		20 00
312		23		23 00
313	7	34		41 00
314	2	10		12 00
315				
316	5	40		45 00
317	1	49		50 00
318				
319	35			35 00
320				
321	1	15		16 00
322		36		36 00
323				
324		17		17 00
325	1	21		22 00
326		29		29 00
327	1	12		13 00
328		27		27 00
329	4	19		23 00
330	$1	$21		$22 00
331				
332				
333		63		63 00
334	3	11		14 00
335	1	23		24 00
336		8		8 00
337				
338		17		17 00
339				
340	1	12		13 00
341	2	12		14 00
342				
343	5	20		25 00
344		10		10 00
345				
346				
347	2	13		15 00
348				
349	1	42		43 00
350		14		14 00
351	1	10		11 00
352		20		20 00
353		7		7 00
354	1	24		25 00
355	4	15		19 00
356				
357				
358				
359		11		11 00
360				

Balance on hand July 1st	$16,946 00
Received during month	13,971 00
Total	$30,917 00
By Claims 75, 76, 77, 78, 79, 80, 81 and 82	$12,000 00
Balance on hand August 1st	$18,917 00

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

Digitized by Google

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute. Indiana.
J. J. HANNAHAN . . . . . Vice Grand Master
Box 655. Englewood, Ill.
E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.
C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.
L. P. SMITH . . . . 292 Fulton Street, Chicago, Ills

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.
W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.
J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa
F. X. HOLL . . . 800 22d ave S., Minneapolis, Minn.
W H. MCDONNELL . 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DEER PARK; Port Jervis, N. Y.**
Meets every Sunday at 2 P. M.
G. E. Carmer . . . . . Master
J. E. Cook, Box 215 . . . . . Secretary
R. Whited . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I. . Collector
J. W. Williams, 25 Kilton st., Taunton, Mass., ... Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
Jos. Copner, 243 Second St . . . . . Master
D. W. J. Mahoney, 243 Second St . . . . Secretary
J. B. Sweet, 147 Academy St . . . . . Collector
C. E. Benter, 403 E. 69th St., New York City . . . . . Receiver
George Auchter, 205 Third St . . Magazine Agent

4. **GREAT EASTERN; Portland, Maine.**
L. G. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 37 Winter st . . . . . Secretary
A. E. Denison . . . . . Collector
F. A. Huff, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. **CHARITY; St. Thomas, Ontario.**
Meets every Tuesday at 8 P. M. in Arcadia Block.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 784 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
Frank Turrill, Box 784 . . . . . Receiver
Wm. Deyelll, Box 784 . . . . . Magazine Agent

6. **PRIDE OF THE WEST; De Soto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 . . . . . Master
F. J. Parker, Box 431 . . . . . Secretary
Fred Gratiot . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. **POTOMAC; Washington, D. C.**
James B. May 477½ F. St. S. W . . . . . Master
Wm. C. Jasper, 499 Missouri Ave., N. W, Secretary
A. J. Williams, 327 C. St., S. W . . . . . Collector
P. P. Luddy, 426 4½ St. S. W . . . . . Reciever
J. E. Johnson 627 Virginia Ave., S.W., Mag. Agent

8. **RED RIVER; Denison City, Texas.**
Oliver Cox . . . . . Master
W. C. Parsons, L. Box 318 . . . . . Secretary
J. Crofton, L. Box 318 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. **FRANKLIN; Columbus, Ohio.**
Meets alternate Mondays and Tuesdays.
James Kennedy, 246½ N. High St . . . . Master
C. C. Colt, 204 Baird St . . . . . Secretary
J. D. Coffey, 129 N. 20th St. . . . . Collector
F. J. Kistler, 212, 214 South High St . . Receiver
F F Ellis, 108 W. Maple St . . . Magazine Agent

10. **FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall . . . . . Master
Peter W. Snyder, 337 Bushkill St., Easton, Penn . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Piatt, Shimers, Warren Co. N. J. . Mag. Agent

12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 33 West Ave . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
Harry Adams, 4 Spring St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. **WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
Cor. Maple St., and Pacific Ave.
C. A. Wilson, 147 Pacific Ave . . . . . Master
Mellick Shick, 141 Pacific Ave . . . . Secretary
P. C. Quick, Somerville, N. J . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . Receiver
D. M. Blake . . . . . Magazine Agent

14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Liudeman, 172 Blake St . . . . . Collector
Wm. Hugo, 45 Ruckle St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind., Mag Agent

15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 126 Congregation St., . . Mag. Agent

16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 617 N. 5th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . Magazine Agent

17. **PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays of each month, at Masonic Hall.
W. M. Shirley, Box 341 . . . . . Master
John White, Box 366 . . . . . Secretary
John White, Box 366 . . . . . Collector
A. S. Aiken, Box 395 . . . . . Receiver
John Keppert, Box 73 . . . . . Magazine Agent

18. **WEST END; Slater, Mo.**
Meets 1st and 3d Saturdays at 7:30 P. M.
E. A. Jones, Box 128 . . . . . Master
C. S. Frazier . . . . . Secretary
Greeley Olds . . . . . Collector
Andy Kinney . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. **TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P M.
J. B. Cunningham, Box 8 . . . . . Master
W. J. Patten, Box 8 . . . . . Secretary
H. E. Huston, Box 8 . . . . . Collector
J. S. Raitt, Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

Digitized by Google

20. STUART; Stuart, Iowa.
Meetsevery Monday at 7:15 P. M.
Geo. C. Wells, Box 117 . . . . . Master
W. R. Von Harten, Box 412 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
W. R. Harlow . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., at Eighth and Lafayette Sts.
A. Williams, 1409 Papin St . . . . . Master
Eli Giclas, 932 Hickory St . . . . . Secretatry
Harry Graham, 219 Russel Ave . . . . . Collector
W. A. Murphy, 944 Chouteau Ave . . . . Receiver
Eli Giclas, 932 Hickory St . . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
F. A. Bonner . . . . . Secretary
L. Sullivan, Box 367 . . . . . Master
Dan. O'Connor . . . . . Collector
Jas. A. Gibson . . . . . Receiver
C. W. Patterson . . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
T. H. Williams, Box 37 . . . . . Secretary
J. S. Ott . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
J. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell Box, 144 . . . . . Master
F. E. Green . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
J. W. Terrell, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith, ... Master
P. J. Ashton . . . . . Secretary
James Rogers . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays in B. L. E. Hall.
A. E. Brown, Box 1057 . . . . . Master
F. A. Snyder . . . . . Secretary
J. Watson, Box 1376 . . . . . Collector
A. Brown, Box 1057 . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
Fred. McArdle, 67 6th Ave . . . . . Master
J. E. Collins, 95 Fifth ave . . . . . Secretary
Harry McCue, 95 5th Ave . . . . . Collector
C. B. Everette, 46 avenue A . . . . . Reciever
S. D. Byers, 252 Third St. W . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins . . . . . Master
John Stewart . . . . . Secretary
W. H. Coleman, Box 214 . . . . . Collector
A. Coffenberger . . . . . Receiver
W. H. Coleman, Box 214 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
F. S. Patton, Box 292 . . . . . Master
John Schuster . . . . . Secretary
Max Newbowrs . . . . . Collector
J. H. Fulton, Box 706 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St . . . . . Master
R. A. Corson, Box 1154 . . . . . Secretary
E. T. Gregory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
T. E. Jordan, East Atchison, Mo . . . . . Master
C. H. Salisbury, 103 Fourteenth St . . . Secretary
H. S. Clark, 1324 Commercial St . . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial st., Mag. Agent

32. BORDER; Ellis, Kansas.
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 . . . . . Master
J. L. Clark, Box 244 . . . . . Secretary
A. M. Petrie, Box 103 . . . . . Collector
T. J. Welsh, Box 107 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

33. SUCCESS; Trenton, Mo.
R. N. Sugg, Box 250 . . . . . Master
Thomas Griffin, Box 145 . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 410 Eighth ave . . . . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
Albert Walker, Box 585 . . . . . Collector
J. J. Orchard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meet every Sunday at 2 P.M. cor. 4th and Ferry sts
Chas. Ernst, 182 Union St . . . . . Master
G. H. Newbury, 160 N. Sixth St . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . Collector
F. Korty, 20 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets every Sunday at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . Secretary
John Larkin, 603 N. Allin St . . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
Ed. J. Spreen, 608 N. Mason St.. Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 . . . . . Master
John Benedict . . . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
J. Parish, Clymer St . . . . . Secretary
John Harrington, 520 W. Main St . . . Collector
M. O'Loughlin, 611 W. Dayton St . . Receiver
Alfred Tyler, 821 University Ave . . Mag. Agent

Digitized by Google

48. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 10th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, 1003 Mitchell St . . . . Mag. Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jackson Hall on Missouri and Main sts.
T. J. Hayes, Box 375 . . . . . Master
Chas. E. Long, Rox 354 . . . . . Secretary
John U. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets in Quapaw Hall every Monday night.
John Franey, 310 N. State St . . . . . Master
Ed Chamberlain, 815 Water St . . . . . Secretary
Thos. A. Howell. 1704 W. 3d St . . . . Collector
George Emery, 1409 West 4th St . . . . Receiver
W. N. Horton, 1704 W. Third St . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engine Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . . Master
A. D. Hensley, 911 E. Reservoir st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
W. Maisenbacher, 1228 E. Capitol ave, Mag. Agent

47. TRIUMPHANT; Chicago, Ill.
Meets at 210 LaSalle st., the 1st Sunday at 2:30 P. M. and 3d Saturday at 7:30 P. M.
Thos. S. Deegan, 287 E 22d St . . . . . Master
Chas. Scheckner, 1440 Indiana Ave . . Secretary
A. P. Booth, 1537 Indiana Ave . . . . . Collector
Peter Schlacks, 1533 Michigan Ave . . . Receiver
A. P. Booth, 1537 Indiana Ave . . . Mag. Agent

48. W. F. HYNES; Peoria, Ill.
Meets 1st Saturday at 7:30 P. M. and 3d Sunday at 3 P. M. in G. A. R. Hall.
A. G. Elbertson, 124 N. Jefferson st . . . . Master
W. A. McMillan, 313 W. Jefferson st . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets every Sunday at 3 P. M.
A. H. Sutton, 975 N. Water St . . . . . Master
Geo. Green, 1172 E. Marietta St . . . Secretary
Wm. H. Slater, 637 E. North st . . . . Collector
Geo. Bashford, 120 N. Church St . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, 524 Twenty-sixth st . . . Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 4034 State St . . . . . Receiver
R. R. Bailey, 5026 State St . . . . . Mag. Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
J. A. Hart . . . . . Master
Michael Gaffney . . . . . Secretary
George Salesman . . . . . Collector
G. E. Dilliard, Box 264 . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
H. C. Swadner, 1828 E. Spear St . . . . . Master
F. P. Jackson, W. Washington St . . . Secretary
F. M. Wilt, 822 Fifteenth St . . . . . Collector
E. H. Laing, 1724 Smead St . . . . . Receiver
F. M. Wilt, L. Box 626 . . . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh . . . . . Master
Jno. Gallagher, Box 1172 . . . . . Secretary
Jas. T. Bunt . . . . . Collector
A. E. Pearce, L. box 1201 . . . . . Receiver
W. R. Samuels . . . . . Mag. Agent

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Supplies Bros. Hall.
J. J. Evans, Box 542 . . . . . Master
L. H. Kettler, Box 118 . . . . . Secretary
S. C. Brooks, Box 1171 . . . . . Collector
R. A. Blades, L. Box 1474 . . . . . Receiver
J. S. Hannah, Box 1574 . . . . . Mag. Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
Jacob Fuchs, L. & N. Shops . . . . . Master
John Spellman, 16 Alabama St . . . Secretary
Con. Brannon, 128½ High St . . . . . Collector
Laurence Fox, 134 High St . . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
D. L. Collier . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
J. J. Smith . . . . . Receiver
T. H. Robotham . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 7 Davis st . . . . . Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
M. N. Lines 313 Spring St., Pueblo . . . Master
Wm. Walk, 309 Spring St., Pueblo . . Secretary
Gus. Gleyre, 307 Spring St., Pueblo . . Collector
M. C. Donnelly, care Pueblo Smelter . . Receiver
R. S. McAlpin . . . . . Mag. Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Frank L. McGill, 2132 Thouran St . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
B. F. Pettit, 1836 Marshall st . . . . . Receiver
B. F. Pettit, 1836 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Lordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . Collector
A. E. Carle, 174 Acker st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets 2d and 4th Sundays in Odd Fellows' Hall, Cor. Church and Rafferty Sts., at 2:30 P. M.
David Wilson . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Vermillion Co., Ill . . . . . Master
E. E. Partlow, 713 N. Hazel St . . . Secretary
John Wakely, Box 772 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
T. A. Hudson . . . . . Mag. Agent

Digitized by Google

64. **SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. **FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
W. D. Grimes . . . . . Collector
Jas. Debar, Box 354 . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. **CHALLENGE; Belleville, Ontario.**
Meets on the 2d and 4th Sundays of each month at 2:30 P. M.
John Logue, Box 10 . . . . . Master
P. J. Rooney . . . . . Secretary
W. J. Logue, Box 10 . . . . . Collector
John Logue . . . . . Receiver
H. Gorman . . . . . Magazine Agent

67. **DOMINION; Toronto, Canada.**
Meets in Occident Hall 1st and 3d Sundays in each month at 2:30 P. M.
Jas. Pratt, 73 Huron St . . . . . Master
S. Vaughan, 228 Wellington St . . Secretary
Jas Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 228 Wellington St . . . . . Receiver
Geo. E. Crowhurst, 152 Farley Avenue . . . . . Magazine Agent

68. **EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Grant Fredericks . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . Secretary
J. B. Hurley, Box 141, Altoona, Wis . . Collector
C. H. Dexter, Box 43 . . . . . Receiver
Fred Rogers, 763 Jessie St. . . . Magazine Agent

69. **ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips . . . . . Master
T. J. Beehler, Box 558 . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
T. J. Beehler, Box 558 . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. **LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
T. Coshey, Box 411 . . . . . Master
I. H. Stout, Box 411 . . . . . Secretary
I. H. Stout, Box 411 . . . . . Collector
Jas. Rutledge, Box 411 . . . . . Receiver
E. Vallimant, Box 411 . . . . . Magazine Agent

71. **SUSQUEHANNA; Oneonta, N. Y.**
Meets 2d and 4th Sundays at 2 P. M.
Willard Robinson, L. Box 1183 . . . . . Master
John B. Ingalls . . . . . Secretary
R. W. Mills . . . . . Collector
Elmer Kerr . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. **WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Geo. M. Kern, 430 So 3d st . . . . . Secretary
Garret M. Western, 565 Bridge St . . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. **BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 18 Castle St . . . . . Master
Chas. A. Smith, 124 Central St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
T. E. Davidson, Junction Depot . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. **KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St . . . . . Master
R. H. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City . Collector
W. B. Roberts, 1641 Madison Ave . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

75. **ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
S. H. McFarland, 4059 Gilbert St . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3621 Aspen St . . . . . Collector
W. H. Guthrie, 676 N. 34th St . . . . . Receiver
Frank Dupell, 3021 Aspen St . . Magazine Agent

76. **NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian . . . . . Master
John C. Nolan, L. Box 235 . . . . . Secretary
W. C. Hall . . . . . Collector
C. S. Hurd . . . . . Receiver
Fred Whitbred, Box 84 . . . . . Magazine Agent

77. **ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St . . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2609 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. **GOLDEN EAGLE; Sedalia, Mo.**
Meet 1st and 3d Saturdays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
M. Maroney, 510 E. Saline St . . . . . Master
S. M. Morrow, 318 Engineer St . . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. U. Wiley, 255 E. Saline St . . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. **J. M. DODGE; Goodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
John Hyndman . . . . . Master
Chas. E. Stone . . . . . Secretary
Chas. E. Stone . . . . . Collector
Eugene Downey . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. **SELF HELP; Aurora, Ill.**
Meets over No. 8 Broadway, every 2d Sunday.
John S. Slick, 447 Main St . . . . . Master
W. B. Miller, 110 Main St . . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
Frank G. Boomer, 261 South Ave . . . . Receiver
Fred. E. Diamond, Tremont House . Mag. Agent

81. **PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. J. Bain, Box 1856 . . . . . Master
Geo. Watts, Box 1045 . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
W. J. Bain, Box 1856 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . . Magazine Agent

82. **NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Morgan F. Miller, 214 Western Ave . . . . Master
W. E. Richmond, 820 N. Girard Ave . Secretary
O. R. Craig, 1112 Western Ave . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave . . Mag. Agent

83. **TRINITY; Fort Worth, Texas.**
Meets every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . . . Master
M. E. Finnegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
James Jay, Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . Magazine Agent

84. **CALHOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St . . . . . Master
W. Powell, Bennett St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . Collector
E. C. Wilder, 50 Southern Ave . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. **FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 . . . . . Master
Geo. L. Sutherland, Box 962 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
Rich. Roggereen, L. Box 1120 . . . . . Receiver
J. T. Wantland, L. Box 1653 . . Magazine Agent

Digitized by Google

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
F. E. Roflee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 . . . . . Master
Henry Bodine . . . . . Secretary
J. O'Donnell, ... Collector
Joseph Cowman . . . . . Receiver
Jake Thinnes . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
C. H. Oliver . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
Chas. Hanmer, Box B . . . . . Collector
C. H. Olliver . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.
C. B. Lumsden, ... Master
C. D. Crighton . . . . . Secretary
Fred Smith . . . . . Collector
C. B. Lumsden . . . . . Receiver
E. Ware Boyd, National City, Cal . . Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
John Hewitt, 1843 Howard St . . . . . Master
Jas. Melody, 15th and Potrero Ave . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
T. D. Manhire, 2738 Sixteenth St . . . Receiver
Thos. D. Manhire, 2738 16th St . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
E. J. Concannon, 1007 Park St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
A. J. Ebersoll, 1213 Bank St . . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 . . . . . Master
Al. Hoffman, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
J. C. Clancy, L. Box 218 . . . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 287 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 224 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 695 . . . . . Master
Frank Ray, Box 695 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
J. W. Chisholm, Box 695 . . . . . Receiver
John Leibtag, Box 695 . . . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. B. Moser, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
C. E. Hammond, Box 72 . . . . . Collector
Geo. C. Morton, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 28 First Ave . . . . . Master
J. B. Ward, 74 Culver Park . . . . . Secretary
Clarence Desacia, 32 Woodbury St . . . Collector
Geo. Kingsley, 22 Upton Park . . . . . Receiver
Clarence Desacia, 32 Woodbury St . . Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
A. M. Freeman . . . . . Secretary
P. J. Burke . . . . . Collector
R. E. Hockersmith . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 . . . . . Master
J. H. Murphy, L. Box 523 . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
F. S. Templeton . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave . . . . . Master
W. L. Carss, 849 Thirteenth St . . . Secretary
John Loveless, 1203 Fillmore St. . . . Collector
J. W. Combs, 1321 Buchanan St . . . . Receiver
C. M. Krull, 618 E. Locust St., Des Moines, Iowa . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Harry Blume, 1000 Tenth St . . . . . Master
J. J. Lawson, 1108 12th St . . . . . Secretary
Jas. O'Mally, 940 Magazine St . . . . Collector
J. J. Lawson, 1108 12th St . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Chrisinger, Box 76 . . . . . Master
Fred. G. Grandeman . . . . . Secretary
Chas. Heimberger . . . . . Collector
J. E. Doran, Box 76 . . . . . Receiver
Chas. Heimberger . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 130 E. Main St . Secretary
J. L. Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
U. G. Westfall, 423 S. Academy St . . Mag. Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays over Master Mechanic' Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McRay, 181 High St . . . . . Collector
John P. Sandry, 162 High St . . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets every Thursday evening in B. of L. E. Hall, West Main St.
M. Dean . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
E. W. Armor, Box 701 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
F. B. Row . . . . . Magazine Agent

Digitized by Google

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
William Gordon, Box 20 . . . . . Master
Michael Hurley . . . . . Secretary
F. L. Hindle . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. W. Stein . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St . . . . . Master
W. M. White, 944 Chouteau Ave . . . . Secretary
O. L. Dearing, 1603 Washington ave . . Collector
J. L. Pate, 3034 Rutger St . . . . . Receiver
J. L. Pate, 3034 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . . . Master
Zeno Kirk . . . . . Collector
Chas. F. Pillard, L. Box 236 . . . . . Receiver
L. R. Castner . . . . . Magazine Agent

111. BEACON; Mattoon, Ill.
Meet 1st and 3d Sundays at 7:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.
Meets every Monday at 7:30 P. M.
Ed. Anderson . . . . . Master
Henry Lopas . . . . . Secretary
Geo. Van Doozer, Camas . . . . . Collector
Wm. Fach . . . . . Receiver
E. G. Leaf, Ogden, Utah . . . . Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 . . . . . Master
James N. Boggs . . . . . Secretary
W. S. McGuire, Box 408 . . . . . Collector
Jas. McLaughlin . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . . Secretary
G. E. Labitt, So. 25th, bet. Church and Winnie Sts . . . . . Collector
Wm. Powell, Cor. 39th and Broadway . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays of each month in Engineer's Hall, at 2:30 P. M.
Daniel Hartman, Box 62 . . . . . Master
Samuel Carson . . . . . Secretary
J. N. Timens, Box 3 . . . . . Collector
E. G. Hubbard, Box 127 . . . . . Receiver
W. Brown . . . . . Magazine Agent

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 146 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law . . . . . Master
T. R. Jackson . . . . . Secretary
G. A. Pearson . . . . . Collector
John Kelley . . . . . Receiver
F. Driuer . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougean, I. C. Ry. Station . . . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
James Fohy, I. C. Ry. Station . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
Simon Mangan, 196 Shomard St . . . Secretary
L. G. Rousson, 58 Gertrude St . . . Collector
F. H. Livingston, 59 Jackson St . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
J. L. Krebs . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
N. Hiltner, L. Box 49 . . . . . Collector
Albert Sanks . . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
Albert Cole, 1618 Jackson St . . . . . Master
F. W. Perkins, 1606 Chicago St . . . . Secretary
William Cummings, 1306 South 12th St, Collector
Albert Cole, 1618 Jackson St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

124. PILOT; Perry, Iowa.
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
D. Jackson, Box 71 . . . . . Collector
W. B. Howe, Box 153 . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speer . . . . . Master
F. G. Stewart, Box 1712 . . . . . Secretary
T. H. Meredith . . . . . Collector
Miles Kelleher . . . . . Receiver
J. H. Crellin . . . . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month in Hays' Hall.
P. F. McNamera . . . . . Master
C. O. Cornforth . . . . . Secretary
August Olson . . . . . Collector
C. O. Cornforth . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assiniboine Hall, 133 Ross St.
John Wellington, 229 Rose St . . . . . Master
Joseph Barnes, 212 Ross St . . . . . Secretary
W. H. Woods, 14 Patrick St . . . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

Digitized by Google

128. LANDMARK; Glendive, Montana.
Meets 1st and 3d Sundays of each month.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meet 2d and 4th Sundays in each month, at 2 P.M.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 622 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliffe, 560 Pierce street . . . . . Master
P. F. Fox, 293 Pierce St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St, Collector
Thomas Dwyer, 304 VanBuren St . . . . Receiver
Frank E. Search, 436 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
M. J. Moore, Menasha, Wis . . . . . Master
F. J. Cosgrove . . . . . Secretary
F. Zimmer . . . . . Collector
W. S. Collins . . . . . Receiver
G. W. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
W. J. Coleman, Box 7 . . . . . Master
M. F. Murphy, Box 100 . . . . . Secretary
Geo. Coleman . . . . . Collector
J. H. Howell . . . . . Receiver
Lawrence Kelly, Box 302 . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery . . . . . Master
W. G. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
Arthur Herider . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson . . . . . Master
H. E. Cowan . . . . . Secretary
M. I. Spaulding . . . . . Collector
E. W. Gibson . . . . . Receiver
Louis Lepine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets 1st and 3d Tuesday at 7 P. M.
E. A. Seegar, Box 184 . . . . . Master
R. F. Lange, Box 184 . . . . . Secretary
C. D. Smith, Box 184 . . . . . Collector
R. F. Lange, Box 184 . . . . . Receiver
F. Fitch, L. Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
L. A. Pratt, Box 166 . . . . . Master
G. Pratt, Box 166 . . . . . Secretary
T. G. Dayman, Box 79 . . . . . Collector
L. McIntosh, Box 166 . . . . . Receiver
J. Jefferies, Midland P O., Ont., Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. C. Allen . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. W. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Wcygandt . . . . . Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 644 . . . . . Master
S. Shaughnessy, Box 1489 . . . . . Secretary
John Guhin, Box 1597 . . . . . Collector
W. G. Powell . . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets every Sunday at 2 P. M.
H. E. Treadwell, Box 194 . . . . . Master
F. A. McBride, Box 194 . . . . . Secretary
L. J. Whyers, Box 194 . . . . . Collector
G. W. Carter, Box 194 . . . . . Receiver
F. H. Whyers, Box 194 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
E. F. Zimmerman, Box 599 . . . . . Master
L. W. Jones, Box 122 . . . . . Secretary
G. E. Baldwin, Box 599 . . . . . Collector
S. D. Alger, Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets at 62 and 64 Calhoun St.
A. J. Kohler, 34 Allen St . . . . . Master
H. L. Westerman, 20 W. Lewis St . . . Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St . . . . . Collector
W. R Fredricks, 415 Lafayette St . . . . Receiver
M. H. Durnell, 20 Duryea St . . Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rapparlie, cor Collinwood Ave and Vance St . . . . . Master
L. H. Heeman, 130 Segur Ave . . . . . Secretary
W. H. Buntin, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . . Master
J.W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, West Oakland P. O. . . . . Reciever
R. H. Potts, 1793 Seventh St. . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agen

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
L. H. Marshall 329 Austin St . . . . . Master
Robt. Nicholson, 818 Ave. D . . . . . Secretary
H. S. Lynch, 1218 Ave. D . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 W. Commerce St., Mag. Agent

146. BAYOU CITY; Houston, Texas.
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
S. N. Garvey, 54 Sems St . . . . . Master
D. M. Moody, 50 Liberty St. . . . . Secretary
F. M. Bettis, 5 Murray St . . . . . Collector
M. D. Homan, 45 Hardey St. . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 3:30 P. M.
J. M. Russ . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way, Box 1342 . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. Donahue, 311 W. 55th St . . . . . Secretary
Sam. Loasby, 2507 Eighth Ave . . . . Collector
W. Wilson, 341 W. 58th St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

Digitized by Google

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217 . . . . . Master
Joseph H. Bice, L. Box 320 . . . . . Secretary
Fred Fletcher . . . . . Collector
Herbert Ryersy . . . . . Receiver
Chas. Zryd . . . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3dSundays at 2:30 P. M.
Wm. Broughton, 18 Inchbury St. So . . . Master
John McCall, 17 Crook St . . . . . Secretary
J. D. Mills, 98 Strachan St. E . . . . . Collector
James Rhynd, St. Mary's Lane . . . . Receiver
Wm. Broughton, 18 Inchburry St. So Magazine Agent

152. H. C. LORD; Fort Scott, Kansas.
Meets 1st and 3d Sundays, in Odd Fellows Hall, Scott ave.
J. Haggert . . . . . Master
W. Lampton . . . . . Secretary
W. Fuchs . . . . . Collector
G. K. Bates, Box 310 . . . . . Receiver
D. W. Dungan, Box 1522 . . . . . Mag. Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
W. L. Miller, Box 432 . . . . . Master
A. L. Bardsley . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
Arthur Hill . . . . . Receiver
W. D. Frisby . . . . . Mag. Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
. . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
W. E. Scott . . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
W. E. Scott . . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets every Saturday at 7:30 P. M. at Engineers' Hall, Cor. Main and John St.
H. M. Jones, Box 256 . . . . . Master
E. J. Lowe, Box 256 . . . . . Secretary
M. P. Gibson, Box 256 . . . . . Collector
T. H. Motter, Box 12 . . . . . Receiver
B. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets every Sunday at 2 P. M. in B. of L. F. Hall, North Broadway.
B. E. Flaherty . . . . . Master
John Malin, Jr . . . . . Secretary
F. A. Mills . . . . . Collector
H. P. Matthews . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Fred Broughton, 432 Mullett St . . . . . Master
J. Nopper, 217 Crogan st., ... Secretary
E. Heidenrich, 124 Hastings St . . . . . Collector
J. Nopper, 217 Crogan St. . . . . Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.
Meets at Simmons Hall, cor. Summer and Union sts.
J. R. Dwyer, N. C. & St. L. Round House . Master
E. P. Bishop, 69 S. Union St . . . . . Secretary
M. O. Tindall . . . . . Collector
F. G. Harrison, 55 Stevens Ave . . . . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets 2d and 4th Sundays of each month, cor. Third and Main sts,
W. J. Torrance, 413 William St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . Collector
John K. Taylor, 614 Upper 9th st . . . . Receiver
Jerry Burke, 606 S. 8th st., TerreHaute, Mag. Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
A. L. Brighton . . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
B. Coughlin, 413 Maple St. . . . . Collector
S. W. Bowser, Round House . . . . Receiver
P. Murphy, C. B. & Q. R. R. . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meet in B. of L. F. Hall 505 Main st. every Wednesday at 7:30 P. M. and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth st . . . . . Master
Fred Schuler, 903 Marion st . . . . . Secretary
D. F. Wagner, 208 Fourth st . . . . . Collector
A. H. Gordon, cor. Main & Marion sts . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
Tim Carder . . . . . Master
A. J. Englehart . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon, Box 56 . . . . . Receiver
Henry Peelle . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
S. E. Mosshammer . . . . . Master.
F. N. Stewart . . . . . Secretary
R. H. Murch . . . . . Collector
J. J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets every Monday at 7 P. M.
W. H. Dailey . . . . . Master
G. W. Adams . . . . . Secretary
Geo. B. Richardson . . . . . Collector
A. J. Broughton . . . . . Receiver
Ed McClure . . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets 2d and 3d Tuesdays at 7:30 P. M. and 2d and 4th Sundays at 2:00 P. M. in Engine Hall.
W. S. Cox . . . . . Master
Clint Butler, Box 651 . . . . . Secretary
F. A. Rosenbauer . . . . . Collecter
C. C. Robertson, Box 844 . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets every Monday at 7 P. M.
J. Nickle . . . . . Master
J. C. Christian . . . . . Secretary
Geo. A. Ferguson . . . . . Collector
Jno. Belat . . . . . Receiver
Geo. A. Ferguson . . . . . Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
Chas. McCain, 802 Caledonia St . . . . Secretary
J. P. Rolleston, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham 31 S. Divison St . . . . . Master
W. N. Kelly, 17 Oak St . . . . . Secretary
H. S. Hynes, 45 Hill St . . . . . Collector
A. H. Spencer, 18 Elm St . . . . . Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
J. Marn, Box 619 . . . . . Master
L. L. Neibling, Box 784 . . . . . Secretary
B. E. O'Neil . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 463 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets 2d Saturday of each month.
Fred Geddes . . . . . Master
D. W. Duncan . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

Digitized by Google

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
J. G. Armstrong, Richmond Lodge . . . Master
J. G. Armstrong, Richmond Lodge . . Secretary
J. Smith, 39 Eccles st . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
H. Heide . . . . . Master
Chas. McCauley . . . . . Secretary
John C. Bull . . . . . Collector
C. F. Evans, Albuquerque, N. Mex . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 503 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . . Receiver
Wm. H. Morne. 1703 Penn. ave. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets in Donovan's Hall every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 . . . . . Master
J. R. Phillips, Box 214 . . . . . Secretary
H. M. Worthington, Box 184 . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 184 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets Monday evenings over Deseret National Bank, cor. Main and 1st South sts. at 7:30.
J. C. Dunton, Box 586 . . . . . Master
Ed. Shinn, 448 W. 3d South st . . . . Secretary
Geo. M. Edwards, 234 3d West st . . . . Collector
Peter T. Tibbs, 146 S. 3d West St. . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
Washington Spohr . . . . . Master
J. E. Gardiner, 13th st. bet. U. & W. st . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
J. K. Robinson, 730 N. 10th st . . . . . Receiver
O. M. Freese, 13 st., bet. V and W, Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
M. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley . . . . . Master
Alex. Hobson . . . . . Secretary
Jas. Nicholson . . . . . Collector
Alex. Dunbar . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St . . . . . Master
A. H. Gifford, 350 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
C. R. Bosworth, Box 157 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
C. R. Bosworth, Box 157 . . . . . Receiver
S. A. Holman, Box 82 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M. in Irish Block.
Joe Bowsher, Box 777 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M. in Shafer's Hall.
A. E. Roebuck, Box 311 . . . . . Master
J. F. Hallsey, Box 311 . . . . . Secretary
C. L. Webster, Box 311 . . . . . Collector
A. J. Hogarth, Box 311 . . . . . Receiver
N. A. Cooke, 261 Knower St, Toledo, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays of each month.
Jas. Manning, Wabash R. H. 41st St . . . Master
Harry Herringer, 438 Root St . . . . . Secretary
J. E. Callaghan, 2538 Butterfield St . . Collector
Wm. Stack, 3828 Shields ave . . . . . Receiver
Wm. A. Paul, 356 43d st . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays of each month.
Louis H. Linn, Box 402 . . . . . Master
Louis H. Linn, Box 402 . . . . . Secretary
Harry Douglass . . . . . Collector
J. F. McDougal . . . . . Receiver
J. R. Romans . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
Plato Denny, 1019 A. Fulton st. . . . . Master
E. P. Tobias, 27 N. Oakley st . . . . . Secretary
Geo. P. Smith, 42 Artesian ave . . . . Collector
H. Price, 1019 A. Fulton st . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey, Green Bay . . . . . Master
H. C. Bennett . . . . . Secretary
H. J. Brady . . . . . Collector
Phillip H. Deguire . . . . . Receiver
J F. O'Conner, Box 449 . . . . Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . Collector
Emmet Wentworth, Sanborn, Iowa . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Box 90 . . . . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland . . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

Digitized by Google

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 . . . . . Master
E. L. Hollister, Box 241 . . . . . Secretary
Milton Cheney . . . . . Collector
H. W. Smith . . . . . Receiver
J. J Dowling, Heron Montana . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets every Sunday in K. of L. Hall at 7:30 P. M.
Alex. Beckman . . . . . Master
J. E. Toner . . . . . Secretary
Ed. Purtell . . . . . Collector
Max. Schultz . . . . . Receiver
Peter Layng . . . . . Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 1st and 3d Friday of each month.
Wm. Braden, 204 W. 5th St . . . . . Master
S. W. Burdick, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Hiram Hicks, Box 42 . . . . . Collector
W. K. Lord, Box 147 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sundays.
T. H. Sheppard . . . . . Master
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop, Box 765 . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
J. B. Mawby . . . . . Collector
Chas. Stanfield, 308 North Watt St . . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. R. Curry, Box 210 . . . . . Master
Jas. Rasberry . . . . . Secretary
Jerry Finn . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry, Box 210 . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
D. W. Shea . . . . . Master
L. W. Thompson, Water Valley, Miss . Secretary
Tim Coughlin . . . . . Collector
J. L. Jones . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday and 3d Monday in each month.
Simet A. Barker, Box 1231 . . . . . Master
Frank H. Gordon, Box 1231 . . . . . Secretary
Albert Maunsell, Box 1231 . . . . . Collector
Frank Willis, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 . . . . . Master
W. K. George . . . . . Secretary
M. W. Smith . . . . . Collector
Frank Whiteman, Box 26 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 228 Kline St . . . . . Master
Chas. A. Marsh, 718 Handcock st . . . . Secretary
Chas. Riddle, 127 Adams st . . . . . Collector
J. R. Musselman, 620 Bramer St . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Thompkins, 511 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
. . . . . Collector
M. D. Adams . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesday of each month.
T. S. Taylor . . . . . Master
W. B. Delo . . . . . Secretary
F. A. Work . . . . . Collector
F. A. Law . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
Charles A. Allen . . . . . Master
Chas. H. Wood . . . . . Secretary
J. J. Buckley . . . . . Collector
Daniel Creegan . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
W. R. Combs . . . . . Master
D. H. LaCrosse, Box 366 . . . . . Secretary
H. W. Collins, Box 274 . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets every other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Weeks, Box 497 . . . . . Secretary
Homer Eygnar, Box 646 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vrooman Box 497 . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P.M.
H. S. Fritchman, 113 Coal St . . . . . Master
W. H. McCormick, 425 Delaware St . . Secretary
J. R. Morris, Wilkes Barre St., near Cor. Lehigh St . . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets 2d and 4th Sundays at 1 P. M.
T. H. Lynch, 101 Factory St . . . . . Master
H. A. French, 4 Cedar St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 101 Factory St . . . . . Receiver
T. H. Lynch, 101 Factory St . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block . .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
B. Flansburg . . . . . Receiver
J. H. Hiler, 1731 Maryland Ave . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets 2d and 4th Sundays in every month in Lehman's Hall, 75 Linden Ave.
Geo. L. Wilson, 1423 Maryland Ave . . . . Master
J. N. Jones, 1731 Maryland Ave . . . . Secretary
B. E. Wilhelm, 319 Callows Grove . . . Collector
J. W. D. Bowen, 315 E. Biddle St . . . . Receiver
J. H. Hiler, 1731, Maryland Ave..Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets 2d and 4th Sunday in every month at 358 Broadway.
W. R. Taber, 222 Fou th St . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 60 Second St . . . . . Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 60 Second St . . . Magazine Agent

Digitized by Google

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 3 P. M.
Geo. W. Alden, F. R R. Engine House . . Master
Oliver A. Pope, F. R. R. Engine House, Charleston, Mass . . . . . Secretary
H. W. Cushong, Day St . . . . . Collector
Geo. W. Alden, F. R. R. Engine House . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets every other Sunday in K. P. Hall.
W. K. Larr, Box 242 . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
Meet 1st and 3d Sundays at 1:30 P. M., in Belle Heath Academy.
J. L. Weller . . . . . Master
C. W. Lord, Lovely Mount, Montgomery Co. . . . . Secretary
A. B. Hollman, Lovely Mount, Montgomery Co . . . . . Collector
E. J. Yingling, Lovely Mount, Montgomery Co . . . . . Receiver
Alex. Powell, Lovely Mount, Montgomery Co. . . . . Mag. Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
Richard Beeson, 271 Franklin St . . . . . Master
W. A. Walker, 215 Bidwell St . . . . . Secretary
Chas. A. Snyder, Alliance, O . . . . Collector
John T. Sweeney, 189 Adams st . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Bailey Kennedy . . . . . Master
C. A. Richards . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
John McMillan, Jr., Box 73 . . . . . Master
E. J. Everett, Box A . . . . Secretary
F. J. Burgess . . . . . Collector
W. K. Forbes . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. H., Child's block, 1st and 3d Sundays at 2 P. M.
G. W. Gardner, Box 738 . . . . . Master
O. G. Anderson, Box 49 . . . . . Secretary
Frank B. Rugg . . . . . Collector
Chas. C. Olney . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 299 E. Main St . . . . . Master
Frank Brandt, 227 E. Main St . . . . Secretary
S. W. Malick, 199 E. Main St . . . . . Collector
John Cavins, 47 Drake St . . . . . Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
E. J. Farrell . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Rainsburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets every Monday night in Smith's Hall.
Burton Wheatley . . . . . Master
W. H. Wadland . . . . . Secretary
Con Goulding . . . . . Collector
Will Blannerhassett . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Wednesdays at 8 P. M
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
J. W. Spence, 33 Eldridge St . . . . . Master
G. B. Warner, 80 Lewis St . . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . . Collector
Theodore Haskins, 30 Virgil St . . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agent

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 320 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
Judson Bayly, 514 E. Market St . . . . Receiver
E. Wint, 1533 Market Ave . . . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Geo. W. Gilkerson, Livingston Ave. above Ontario St . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
Geo. Moore, 203 Lombard St . . . . . Master
W. C. Lytle, 1009 Lombard st . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 419 E. 2d St., Wilmington, Del. . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall
T. H. Smith, Box 1431 . . . . . Master
W. H. Tidaback, Box 1431 . . . . . Secretary
Sherman Gildersleeve, Box 1431 . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday evening and 3d Sunday afternoon in Hose House No. 2, St. George St.
Frank Probert . . . . . Master
Kenneth Campbell, Box 286 . . . . Secretary
Wm. C. Hunter, Box 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher . . . . . Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St . . . . . Master
P. S. Williams, 2903 Penn Ave . . . . Secretary
W. J. Adams, Arch St. above 28th . . Collector
J. W. Walker, 2552 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

Digitized by Google

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
J. Grether, Box 118 . . . . . Master
J. G. Hoover . . . . . Secretary
J. Grether, Box 118 . . . . . Collector
J. P. Steele . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets every Sunday at 10 A. M. in Tilton's Hall.
F. D. Glenn, Central Park, Ill . . . . . Master
M. J. Kennedy, 226 N. Wood St., Chicago, Secretary
M. J. Kennedy, 226 N. Wood St., Chicago, Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman, 1134 Jefferson St . . . . Receiver
Henry Kortz . . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, at Southwest corner Main and Central Ave., third floor.
F. L. Volk, Box 782 . . . . . Master
J. J. Quinlan, Box 405 . . . . . Secretary
J. J. Jennings . . . . . Collector
Jas. B. Healy . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Sunday at 7:30 P. M.
Jas. F. Eaton, 312 Blackstone St . . . . . Master
J. H. Bentley, 116 Cortland St . . . . . Secretary
M. A. Henry, 327 Quarry St . . . . . Collector
D. Green, 211 Orange St . . . . . Receiver
George Holden . . . . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Gleam, Box 300 . . . . . Master
P. C. Hagerty, Box 300 . . . . . Secretary
John McCall, Box 300 . . . . . Collector
Andrew Kroff, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meets in Grand Army Hall 1st and 3d Sundays.
Wm. M. Bacon . . . . . Master
Chas. Barker, 916 College Ave . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Bonham, Texas.
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
J. L. Ison . . . . . Master
W. F. Rowe . . . . . Secretary
J. M. Painter . . . . . Collector
Ed. Harvey . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
Jas. D. Deegan, 287 E. 22d St . . . . . Secretary
Wm. Baxter, 657 W. 13 Place . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th St . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts.
Douglas Grigor, 196 Liberty St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
J. J. Bannon, Cor. Wilson and Sims Sts . Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
F. B. Coats, Montgomery st, 3 doors south of Duffy . . . . . Magazine Agent

246. MACON; Macon, Ga.
Meets on 1st, 8th, 15th and 22d of each month, at M. & W. Freight House.
W. M. Walker, 1325 Fourth St . . . . . Master
J. H. Strickland . . . . . Secretary
James Boatwright, 454 Oak St . . . . Collector
F. M. Vining . . . . . Receiver
J. I. Davidson, L. Box 482, Vicksburg, Miss . . . . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
Fred Carlisle, 310 Rawson St . . . . . Master
Geo. A. Fechter, 316 Rawson St . . . . Secretary
S. N. Pitchford, 58 Smith St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
H. F. Waters, 316 Rawson St . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays of each month.
W. Galliford . . . . . Master
C. E. Hollis, Box 287 . . . . . Secretary
J. L. Brown, Box 704 . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill . . . Master
J. O. Mason, Judd, Cook County, Ill . . Secretary
Frank Chapel, Judd, Cook Co . . . . . Collector
Hugo Logan Judd, Cook County, Ill . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
R. H. Diggory, Kingston, Pa . . . . . Master
F. O'Donnell, Ashley, Pa . . . . . Secretary
C. H. Lamon, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Manch Chunk, Pa.
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk . Master
James McAllister, Box 275 . . . . . Secretary
L. H. Yetter, Box 275 . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle . . . . . Master
Frank Stocker . . . . . Secretary
Geo. W. Ewing . . . . . Collector
Martin M. Hinkle . . . . . Receiver
Frank Stocker . . . . . Magazine Agen

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
Harvey B. Eldridge, 21 Walnut Ave . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator, 45 Hart Ave . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts . . . . . Master
E. C. Connor, Box 157 . . . . . Secretary
P. J. Farrell . . . . . Collector
J. P. Hoff . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Earnest McConnell, Box 154 . . . . . Master
I. W. Jackson, Box 95 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
C. E. Gray, Box 388 . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
M. S. Mathes . . . . . Collector
G. W. McAleer, Box 47 . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

Digitized by Google

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Thurday evening at 7:30.
E. A. Leighty . . . . . Master
J. S. Wood . . . . . Secretary
James Bunton . . . . . Collector
A. L. Ritenour . . . . . Receiver
E. A. Devarraux . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury, Box 51 . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
John D. Cummings, Box 107 . . . . . Master
Josh A. Baker, Box 122 . . . . . Secretary
Josh A. Baker, Box 122 . . . . . Collector
G. E. Hanford, Box 107 . . . . . Receiver
Louis E. Graham, C.P.r'nd house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 . . . . . Master
Israel Cook, Box 87 . . . . . Secretary
Wm. Hanway . . . . . Collector
L. V. McLaughlin . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets 1st and 3d Saturdays, and 2d and 4th Tuesdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
Thomas Thrailkill, Box 55 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson . . . . . Collector
A. E. Aikman . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4. South Butte . . . . Master
Peter Grant, South Butte . . . . . Secretary
Geo. Tyndall, Box 832 . . . . . Collector
C. H. DeCamp, Box 5. South Butte . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue . . . . . Master
G. P. Downey, 18 Wenham avenue . . Secretary
G. Follett . . . . . Collector
J. Kitselman . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 3d Fridays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin . . . . . Master
Mat. Nilon . . . . . Secretary
L. Kittell . . . . . Collector
Frank Welsher . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets in St. Charles Hall at 2 P. M. every Sunday.
M. H. Brown, 78 Webster Ave . . . . . Master
J. E. Goff, 126 Elmira St . . . . . Secretary
Jas. Stockton, 58 Vallette St . . . . . Collector
A. B. Walters, 110 Pacific Ave . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 1327 Market St . . . . . Master
D. V. Cahill, 1327 Market St . . . . . Secretary
Jas. Harrington, 310 Long St . . . . . Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller St . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky. Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson. 2216 Cedar Ave. . . . . Master
D. Lucas, 407 Fifth St. S . . . . . Secretary
A. M. Getchell, 27 Second St. S . . . . Collector
Chas. Kroft, 2116 Twenty-Ninth St. S . . Receiver
Sam Manhart, 2110 29th St. S . . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, 2d and 4th Wednesdays at 8 P. M.
R. A. Trezise, Box 30, Port Morris . . . Master
Wm. Weiler, Box 25, Port Morris . . . Secretary
W. H. Blanchard, Port Morris . . . . Collector
Wm. Weiler, Box 25, Port Morris . . . Receiver
Patrick Ash. Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets in Well's Hall 1st and 3d Sundays at 1:30 P.M.
Jno. S. Eveland, Jr . . . . . Master
J. E. Dineen . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
J. W. Gary . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . Master
G. M. Wilson, 416 S. 9th St . . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
George Smith, 1428 Thirteenth St . . . Receiver
H. J. Sweeney, 1043 7th St . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright . . . . . Master
C. H. Butcher, Charlottesville, Va . . Secretary
W. G. Dudley . . . . . Collector
J. H. White, 811 Stewart St., Staunton . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
C. W. Jenkins, N. N & MV. Round House, Master
W. A. Demaine, NN&MV Round House, Secretary
Eugene List, 1008 Buchanan st . . . . Collector
W. R. Saunders, 4 N. 18th St . . . . . Receiver
C. M. Lively, 905 North Fifth St . . . Mag. Agent

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . . . Master
R. H. McCarthy, L. & N. Shops . . Secretary
R. H. McCarthy, L & N. Shops, ... Collector
F. J. Carney, L. & N. Shops . . . . . Receiver
W H. Crawford, L. & N. Shops . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stauton, L. Box 482 . . . . . Master
J. O. Brown, L. Box 482 . . . . . Secretary
W. H. Wright, L. Box 482 . . . . . Collector
J. O. Brown, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
E. M. Coe, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
A. W. Jennings, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe Box 87 . . . . . Magazine Agent

Digitized by Google

280. OZARK; Thayer, Mo.
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 . . . . . Master
Jacob Myers, Box 185 . . . . . Secretary
George Hopewell . . . . . Collector
W. M. Jackson . . . . . Receiver
A. R. Reed . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
T. D. Fisher . . . . . Master
H. H. Hopkins . . . . . Secretary
W. H. Sarles . . . . . Collector
Wm. H. Stephens, N. 7th St . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
F. W. Gibson . . . . . Master
Calvin Minniear . . . . . Secretary
H. W. Baldwin . . . . . Collector
Kelley Holsclaw . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in Ketler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Hallstead, Pa. . . . . Master
J.F. McCormick, Hallstead, Pa . . . Secretary
T. L. Connelly, Great Bend, Pa. . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
S. J. Connor, Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 110 Meadow St . . . Secretary
W. H. Dellert, 43 Carlisle St . . . . . Collector
Wm. A. Pyle, 46 Arthur St . . . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave.
. . . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St . . . . . Master
Wm. Wyler, 9 Squire St . . . . . Secretary
Wm. L. Dwyer, 51 Liberty St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
I. C. Sterner, 50 Fairmont St . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets in B L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
Wesley Beck, Sears St, bet 3d & 4th . . . Receiver
A Fixel, 1214 Miller St . . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets every Sunday at 1 P. M., in Otto's Hall, Twelfth St.
W. E. Hammond, 1816 Union Ave . . . . Master
J. C. Brode, 2326 Tenth Ave . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, cor 10th Ave and 24th St . Mag Ag

288. EMMET; Estherville, Iowa.
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 . . . . . Master
P. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
W. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anyan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st . . . . . Master
L. R. Bickel, 510 Bluff st. So. . . . . Secretary
J. W. Rowland, 408 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 510 Bluff St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
George Smith, Sheffield ave near Atlantic ave . . . . . Master
G. W. Bruno, Station E . . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
Wm. M. Valentine, Station E . . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

292. POCAHONTAS; Holden, Mo.
Meets at Holden, Mo.
G. Y. Smith . . . . . Master
G. R. Johnson . . . . . Secretary
. . . . . Collector
W. M. Bedell . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
B. J. Sharkey, 2607 Hewson St . . . . . Secretary
Dennis J. Kilty, 2809 Edgemont St . . . Collector
W. J. Sharkey, 2608 Somerset St . . . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . . . Master
G. W. Lynch . . . . . Secretary
O. G. Temple . . . . . Collector
J. L. Williamson . . . . . Receiver
G. W. Lynch . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
A. R. Kough, 1235 Harrison St . . . . Secretary
A. R. Kough, 1235 Harrison St . . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C.F. McSteen, care John McSteen, Magazine Agent

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near McGehe St . . . . . Secretary
C. F. Misener, 115 McGhee St. . . . . Collector
S. A. Presnell, Cor. McGhee and Clark St, Receiver
P. H. Gleason, 104 Jacksonborough St Mag Agent

297. CLARK; Jeffersonville, Ind.
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 . . . . . Master
C. E. Buehler . . . . . Secretary
P. J. Gavin . . . . . Collector
A. B. Chambers . . . . . Receiver
P. A. Coleman . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at Chouteau Hall, 2817 Chouteau Ave., on Mondays at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . Master
J. W. Reynolds, 2124 Gratiot St . . . . Secretary
Charles A. Durnell, 512 Montrose ave . Collector
W. J. Murphy, 314 Montrose ave . . . . Receiver
John McClusky, 1418 Joab St . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance . . . . . Master
W. H. Zink . . . . . Secretary
G. R. Rock, Box 85 . . . . . Collector
C. H. Ridge, Box 87 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays at 2 P.M.
A. S. Hewitt, Box 834 . . . . . Master
W. H. Roe L. Box 644 . . . . . Secretary
W. H. Henry, Box 49 . . . . . Collector
Jas. Whitby, L. Box 704 . . . . . Receiver
Lew Willson, 7th street . . . . Magazine Agent

Digitized by Google

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at P. M. in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 161 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. POST OAK; Hempstead, Texas.
Meets twice per month in Knights of Honor Hall.
A. Werner . . . . . Master
W. A. Weir . . . . . Secretary
T. N. Aaron . . . . . Collector
W. A. Wier . . . . . Receiver
T. N. Aaron . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
Jos. S. Shark . . . . . Master
C. E. Humphreys . . . . . Secretary
R. S. Hunt, Box 157 . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
J. H. Slattery, El Paso, Texas . . . . . Master care Wm. Cockfield., Jimulco, Mexico.
D. Tracy, El Paso, Texas . . . . . Secretary care Wm. Cockfield Jimulco, Mexico.
E. E. Benner, El Paso, Texas . . . . . Collector care Wm. Cockfield, Jimulco, Mexico.
J. L. Lyttleton, El Paso, Texas . . . . . Receiver care Wm. Cockfield, Jimulco, Mexico.
D. W. Dargitz, El Paso, Texas . Magazine Agent care Wm. Cockfield, Jimulco, Mexico.

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 46 School St . . . . . Master
F. H. Favor, 11 Fremont St . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prine St . . . . . Receiver
C.S.Woods, cor. Linden & Beacon sts. Mag Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. S. Gates, 34 Patton St . . . . . Master
W. M. Butler, B. & A. Engine House . Secretary
E. O. Sexton, 416 Union St . . . . . Collector
C. A. Chapin. B. & A. R. R . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays.
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Monday and 4th Saturday.
Wm. J. Simon, Box 78, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y . . . . . Secretary
Robert Speare 100 Eagle St., Green Point, L. I., N. Y. . . . . Collector
William Carroll, 165 Fourth St . . . . . Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
G. B. Meyers . . . . . Master
James Cole, Jr . . . . . Secretary
H. C. Martin . . . . . Collector
Joshua Rhodes . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets in V. A. L. Hall 1st and 3d Sundays.
W. A. Kennedy . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
W. Miller, Box 341 . . . . . Collector
C. A. Case, Box 379 . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hacket, Box 138 . . . . . Master
B. A. Downen . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7:30 P. M.
M. S. Laughlin, Box 54 . . . . . Master
John Williams, Box 131, Armstrong, Kan, Secretary
John Donovan, Box, 32 Armstrong, Kan, Collector
E. G. Wilson, Box 41, Armstrong, Kan . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . . Master
George Lutton . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Wm. J. Mattice, 58 Paine St . . . . . Master
Wm. J. Murray, 97 James St . . . . . Secretary
Christopher H. Haverly, 43 Hudson Ave Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 6:30 A. M. in Bland's Hall, 9th and Penn Sts.
Edward Noonan, 630 N. 8th St . . . . . Master
Wm. Gordon, 836 Green St . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . Collector
L. Brownback, 226 N. 9th St . . . . . Receiver
Charles H. Wesley, 603 North Third St. Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, 23d Ward, Lytle St. . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday at 6:30 P. M., standard time.
John Roach . . . . . Master
J. C. Faight . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Monday at 9:00 A. M.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
G. W. Light . . . . . Collector
C. E. Cage . . . . . Receiver
J. F. Kiter . . . . . Magazine Agent

321. SNOW DRIFT; Chaplean, Ont.
Meets in B. of L. F. Hall, First and Third Mondays at 7:30 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
Mark Bowles . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

Digitized by Google

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St . . . . . Secretary
William Kelly, 923 Wallace St . . . . Collector
Joseph Harrison, 668 Jay St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Mag. Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in New Ætna Hall, on Main st.
J. W. Fisher . . . . . Master
Jeremiah Haley . . . . . Secretary
G. W. Bowman . . . . . Collector
James Kelly . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
Chas. H. Wesley, 603 N. 3d St . . . . . Master
W. H. Sowers, 102 Savoy St. Palo Alto, Pottsville, Pa. . . . . Secretary
T. F. Brennan, 393 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa . Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 69 High St. . . . . Secretary
G. E. Lovelace, 8 Webster St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
C. Billington, 28 Hilton St . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
Harry Brown . . . . . Master
J. M. Griffith . . . . . Secretary
Mike Sauer . . . . . Collector
Chas. E. Higgins . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis . . . . . Master
H. F. Zinn . . . . . Secretary
J. E. Kline . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays at 1:30 P. M.
R. H. Rundle, Box 141 . . . . . Master
E. Remy, Box 169 . . . . . Secretary
W. D. Gamble . . . . . Collector
C. Tunnicliff, Box 110 . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
E. D. Root, Wyandotte, Kansas . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Station A. Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
E. E. Fair, Box 57 . . . . . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
A. J. Wages, Ga. R. R. Shops . . . . . Master
R. B. Chapman, 414 Reynolds St. . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
John B. Nunn, 934 Fenwick St . . . . . Receiver
R. B. Chapman, 414 Reynolds St, Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave., 2d and 4th Tuesday evenings.
B. F. M. Keller, 3921 Aspen St . . . . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1412 Clarion St . . . . . Secretary
H. A. Krauss, 1706 Afton St . . . Collector
F. H. Hartzell, 1506 Lukens St . . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets in K. of L. Hall, alternate Sundays.
Alfred Bring, 20 Roch Laur St., Montreal . . . . . Master
Peter Dionne, 69 Iberville St . . . . . Secretary
Peter Dionne, 69 Iberville St . . . Collector
J. G. Brazeau, 111 Moreau St . . . . . Receiver
Thomas Keiller, 28 . . . Marlborough st., ... Magazine Agent

336. FALL RIVER; Neodesha, Kansas.
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
J. A. McPaul . . . . . Collector
Chas. Koehler . . . . . Receiver
Mose Weekley . . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1802 Belleview Ave . . . Master
L. F. Stephens, 1624 Belleview Ave . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson . . . . . Master
F. A. McGuire . . . . . Secretary
R. C. McFarland . . . . . Collector
J. D. Stoner . . . . . Receive
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 781 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 507 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . Magazine Agent

341. GOLD RANGE Kamloops, B. C.
Meets every Wednesday at Engineers' Hall.
David Morton, ... Master
Jas. Gander, ... Secretary
Jas. Gander, ... Collector
Arthur Randall, Donald, B. C. . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

Digitized by Google

342. CASCADE; Medicine Hat, North West. Terr.
Meets 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin, Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 . . . . . Master
Wm. A. Kizziah, Box 21 . . . . . Secretary
Chas. L. Cauble, Box 21 . . . . . Collector
R. G. Smith, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets in Phœnix Hall 1st and 3d Sundays at 2:30 P. M.
D. C. Dickert . . . . . Master
R. D. Morton, Box 368 . . . . . Secretary
R. D. Morton, Box 368 . . . . . Collector
L. B. Stults, Box 368 . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
Meet every 2d and 4th Sundays, at Cor. Reid and Second Sts.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelley . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelford, Box 86 . . . . . Master
F. T. Martin, Box 86 . . . . . Secretary
H. A. Hatch, Box 86 . . . . . Collector
J. I. Sizer, Box 86 . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
Meets 1st, 2d and 3d Thursdays at 2:30 P. M.
B. S. Williams, Box 196 . . . . . Master
John O'Brien, Box 329 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
Wm. Pinkerton, Box 320 . . . . . Receiver
John O'Brien, Box 329 . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
E. A. Stephens, L. Box 93 . . . . . Master
Joseph McCrary, L. Box 71 . . . . Secretary
T. H. Boynton, L. Box 13 . . . . . Collector
F. G. Schilke, L. Box 37 . . . . . Receiver
Ed Jacobson, L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Henry Grimm, Weehawken P. O., Union Hill . . . . . Master
L. T. Burns, New Durham, N. J . . . . Secretary
F. L. Wilber, 67 Hudson Ave . . . . . Collector
J. E. Boyle, New Durham, N. J . . . . . Receiver
F. L. Wilber, 67 Hudson Ave . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
W. J. Ditzler . . . . . Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley . . . . . Collector
T. R. Mertz . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays
Eldredge Boyer . . . . . Master
Wilson Dotler . . . . . Secretary
George Dubler, Box 153 . . . . . Collector
Wm. Hartley . . . . . Receiver
E. S. Doudt . . . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
C. P. Kelley . . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. School and Forest street . . . . . Secretary
J. E. Pratt, 24 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . . Magazine Agent

354. HOBOKEN; Hoboken, N. J.
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 222 Erie St, Jersey City, N.J., Master
J. S. Kennan, 139 Second St . . . . . Secretary
E. E. Huff, Hacketstown, N. J . . . . . Collector
A. Georgeot, 219 Park ave . . . . . Receiver
D. McNamara, Summit, N. J . . Magazine Agent

355. STONE CITY; Joliet, Ill.
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S Hickory St . . . . . Master
Chris. Nolan, 102 Gardner St . . . Secretary
M. O'Grady, 701 Scott St . . . . . Collector
T. F. Hannan, 411 S Desplanes St. . . . Receiver
Bernard Delgman, 901 Van Buren St., Mag. Agent

356. CHAUNCEY M. DEPEW; Albany, New York.
Elmer G. Allen, 26 Westerlow St . . . . . Master
Robt. J. Lilly, 57 First St . . . . . Secretary
P. S. Dormady, 24 Trinity Place . . . Collector
S. E. Sweet, 466 Broadway, E. Albany . Receiver
Jacob Campbell, 220 Second St . Magazine Agent

357. JUSTICE; Vanceboro, Maine.
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
W. R. Matthews . . . . . Master
J. E. Shea . . . . . Secretary
C. J. Tabor, Woodstock, N. B. . . . . Collector
D. C. West, Brewes, Maine . . . . . Receiver
F. W. Henderson, Fredericton, N. B., Mag. Agent

358. COOKE; Elma, Iowa.
Fred J. Swanson, Dubuque, Iowa . . . . Master
E. W. Freeman . . . . . Secretary
Mark L. Murray, 285 Concord St., West St. Paul, Minn . . . . . Collector
C. J. Sleeper, 38 Chicago Ave., St. Paul, Minn . . . . . Receiver
E. F. Ward, 188 Custer St., West St. Paul, Minn . . . . . Mag. Agent

359. BIG FLINT; Wellington, Kansas.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown . . . . . Master
Ed. Herning, Box 372 . . . . . Secretary
Charles Weddle, Box 450 . . . . . Collector
Ed. Dickson, Box 315 . . . . . Receiver
W. H. Shields, L. Box 868 . . . Magazine Agent

360. COLD SPRING; Springfield, Ohio.
Meets in Lenty's Hall, first and Third Sundays at 2 P. M.
L. L. Young, 254 Clifton St . . . . . Master
Isaac Poling, 47 Lincoln Avenue . . . Secretary
John Murphy, 135 Linden Avenue . . Collector
A. W. Binns, Lincoln Avenue . . . . . Receiver
Ed. McDermott, 224 Shelby St Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.
Meets in K. of P. Hall every Sunday at 2 P. M.
Lon Prewitt, 706 N. 7th St . . . . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermerhorn, O. & M. shops . . Collector
Daniel Cadden, O. & M. shops . . . Receiver
J. H. Deputy, O. & M. shops . Magazine Agent

362. CATARACT; Niagara Falls, Ontario.
John J. Rogers, Suspension Bridge, N. Y., Master
John Murray . . . . . Secretary
J. C. Flynn . . . . . Collector
Thomas Histrop . . . . . Receiver

363. METROPOLITAN; New York, N. Y.
Meets at 648 Eighth Avenue, 2d and 4th Sundays.
Edward Hayde, 207 west 67th St . . . Master
Wm. Van Velsor, Scarboro, N. Y. . . . Secretary
Frank Melins, 438 Tenth Avenue . . . Collector
R. E. Bullerfield, 1111 Ninth Avenue . . Receiver
John J. Agne, Yonkers, N. Y. . . Magazine Agent

364. SINGERLY; Philadelphia, Pa.
Geo. A. Valentine, 58th & Woodland ave . Master
John Hickey, 6,211 Woodland ave . . . Secretary
G. W. Gregg, jr. Grace Ferry Sta'n B. & O., Collector
J. I. Way, 205 Tome st Baltimore Co Md . Receiver
W. G. Staats, 6,211 Woodland ave . . Mag. Agent

Digitized by Google

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)
ESPECIALLY adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, i you push and introduce it. Some samples furnished, free, with order, and if polish is no found to be exactly as represented, may be returned, at our expense, and money refunded.

Address, THE MATCHLESS METAL POLISH CO.,
198 and 200 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to
ZAISER & STEGMAN,
Rooms 2, 3 and 5, 27 South Meridian St.
Send for price list. **INDIANAPOLIS, IND.**

PHOTOGRAPHS
OF THE
GRAND OFFICERS

For the purpose of reimbursing Northwestern Lodge No. 82 for the expense incurred in filling orders for Convention photographs occasioned by the photographer's failure to carry out his agreement, a photograph of the Grand Lodge Officers has been taken, and is now ready for sale.

The Officers are in a group, each of a cabinet size, ond the picture is the same size as the Convention photograph.

Single copy	$1 50
Six copies	6 00
Thirteen copies	12 00

The photograph is first-class in all regards.

Orders sent to Bro. F. X. Holl, of Northwestern Lodge No. 82, whose address is 806 22d Ave., South, Minneapolis, Minn.

Pictures sent C. O. D. to any address.

J. P. BALL & SON,
219 and 221 Nicollet Ave.,
Minneapolis, Minn.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. OCTOBER, 1887. No. 10.

CO-OPERATION AND ARBITRATION.

This *Magazine* has on many occasions pointed out the many advantages that must necessarily result to each, if the two great Brotherhoods—Locomotive Engineers and Locomotive Firemen—co-operated in all matters involving mutual interests.

It might be well to inquire what are the mutual interests of Locomotive Firemen and Locomotive Engineers? And yet it seems scarcely necessary to propound such an inquiry, since the most casual thinker in either of the Brotherhoods, must see that these interests are many and of special importance.

Of all the Locomotive Engineers on the continent, it is safe to say that 90 per cent. of them have been Locomotive Firemen. The men of the "scoop" to-day, are the men of the "throttle" to-morrow. There is a ceaseless going from the "left" to the "right-hand side" of the "cab." The fireman worthy of the position on a locomotive aspires to be an engineer. It is in all regards an honorable ambition, and it has been ten thousand times demonstrated that the *best* engineers were in their day the *best* firemen. The *best* fireman is a student of the locomotive, he will know all about the machine He understands its construction. If he can't make a locomotive, he knows how and wherefore it was made, and he becomes at once and necessarily to the engineer what the first mate of a ship is to the captain, he is an engineer in the process of development, and hence we assume that these mutual interests, which are irrevocable, binding together Locomotive Engineers and Firemen, exist between no other two Brotherhoods engaged in any kind of employment.

If our conclusion is correct, and we regard it invulnerable, then it follows that in all matters involving mutual interests, co-operation is not only wise and prudent but absolutely natural, normal, in order, and that any other course is an antagonism utterly indefensible upon any rational theory whatever.

In this connection we desire to point out to the readers of the *Magazine* some recent good results arising from co-operation between Locomotive Firemen and Locomotive Engineers. We refer to conferences with J. T. Harahan, Esq., General Manager of the Louisville & Nashville system, and John Echols, Esq., Third Vice Presi-

Digitized by Google

dent of the Newport News & Mississippi Valley system, gentlemen who control many thousand miles of railroads.

On both of these systems of railroads misunderstandings existed between the railroad officials and the engineers and firemen, and it became necessary for the grand officers of the Brotherhood of Locomotive Engineers and of Locomotive Firemen to confer with the officers of the railroads whose names we have mentioned. In this there was co-operation between the Brotherhoods, there were mutual interests involved. There was no proposition to strike, the demand was conference and arbitration. It was for a meeting with railroad officials, and a free and frank discussion of all matters relating to a harmonions adjudication and settlement of grievances or misunderstandings, and results were in the highest degree satisfactory.

On July 23, the Grand Master of the Brotherhood of Locomotive Firemen was called to Louisville, Ky., and on the 25th, a conference was held with J. T. Harahan, General Manager of the Louisville & Nashville system. This conference, with necessary intervals, continued to July 28, when a satisfactory agreement was reached, and throughout, the representatives of the Brotherhoods were treated with the most pronounced courtesy by the General Manager and his entire corps of officers. There was on the part of Mr. Harahan, from the first, a dignified and appreciative recognition of the importance of conference and arbitration—in a word, it was business, freed from a semblance of arrogance, a willingness to listen and a desire to reach amicable conclusions—at once conclusive that the Louisville & Nashville system has a General Manager at the head of affairs who, while keeping in full view the interests of the great enterprise he represents, is capable of comprehending the rights, interests and welfare of men who are vitally identified with the success of the enterprise, and this is said with no intention of writing taffy, but in robust justice to a man, who, having great power at his command, is disposed to use it with a clear apprehension and comprehension of the best consequences to himself and to those who work for him.

On July 29, the Grand Master of the Brotherhood called upon John Echols, Esq., Third Vice President of the Newport News & Mississippi Valley railroad system. Here again, as in the case of Mr. Harahan, the conference was characterized by every courtesy and business propriety the occasion required. There was a free interchange of opinions, every point was discussed with an earnest desire to reach a satisfactory settlement of differences, and if all was not granted that was demanded by the men in each case, a good work was accomplished by establishing "seniority" and the abolishment of "classification," and throughout the best of feeling prevailed on the part of engineers, firemen and railroad officials. In both instances Grand Chief P. M. Arthur was present and represented the engineers, and from the beginning there was perfect co-operation between the Grand officers and committees of the respective organizations.

The readers of the *Magazine* will not fail to notice the towering difference between Messrs. Harahan and Echols, men in charge of great railroad systems, and the mongrel Martin, the General Manager of the Brooklyn Elevated railroad, the little puffed up autocrat who would neither confer nor arbitrate, but who, like a five inch chief of lilliputians, put on the airs of a czar and outraged all decency by his profane blackguardism.

The incidents we have related are of commanding significance. They demonstrate beyond cavil that as between Locomotive Firemen and Engineers co-operation is essential and wise, that railroad officials are willing to arbitrate, that strikes are to disappear and that the era of justice is dawning, which the two great Brotherhoods, by their united influence, will push forward to an early full orbed noon.

Digitized by Google

FIREMAN JOHN PEREGO.

We have often had occasion to recite in these columns, deeds of heroism on the part of locomotive firemen and engineers, as daring, as self sacrificing and as true to the spirit of chivalry, as was ever recorded since the days of Charlemagne.

We write this article to record an instance of more than chivalric daring on the part of JOHN PEREGO, which occurred July 27, and is brought to light, doubtless, because the locomotive on which Perego was employed was hauling a special car in which was President Cleveland and his wife and some other prominent people. The report of the incident comes to us through the columns of the New York *World*.

Locomotive Firemen will like to have an account of the incident as told by the fireman himself—as in all such cases there is no effort of self-glorification. Locomotive firemen are constantly performing heroic deeds. Their calling makes them familiar with danger; they are cool, collected, self-poised and ready when other men would stand appalled. The story as told by Perego is as follows:

"We left Clayton at 8:35, and let her go for all she was worth. We reached Carthage in good time, where we left the special car which had come down from Oswego in the morning. We started off then for Alder Creek with only the President's special car, containing all the rest of his friends. We crossed Style's bridge, two miles or so north of Glendale, and the engineer, William Riley, gave three blasts of the whistle at the whistling post. The next thing I knew there was a crash of some kind and the engineer came rolling over against me. I presume it was the broken steel driving-rod smashing through the cab, but whether it struck him or any of the slivers struck him, I don't know. The cab began to rock from side to side like a cradle, and the next thing I knew the engineer either jumped or fell from the cab. The steam was escaping in a cloud and filled the cab. It came, we found afterwards, from a hole the driving-rod had smashed into the boiler. I was frightened and began to crawl upon the coal in the tender to get over to the car. Then I remembered that the steam was not shut off and knew that we'd be apt to run till it was, or till it had exhausted itself. I presume it would have taken us right through Utica without stopping, only we would have been sure to run into something in the Utica yard. The driving-rod, which was pounding the ties at every revolution, might easily have caught in the machinery and thrown us from the track. Well, I crawled back into the cab and shut off the steam. It didn't take me ten seconds, but I was wet through and through with the hot steam. The Superintendent, who was aboard the train, had pulled the safety-rope and we ran about a mile and a half and stopped. The whole thing didn't take two minutes."

The engineer of the locomotive lost his life, had been struck by the driving-rod that had, for two miles or more, been pounding the ties and tearing many of them into splinters; his lifeless form was found where it fell from the rushing train. The fireman, John Perego, saw and appreciated the danger. The cab was rocking like a cradle, the train was speeding on at the rate of forty miles an hour, danger was imminent, a frightful disaster might occur at any second of time. To stop the train it was necessary to shut off the steam, to do that under the circumstances seemed to invite certain death, at least the chances were in that direction. John Perego could have jumped from the cab. He could have considered only his own life. But no! true to obligation he found his way back to the cab, faced every peril, shut off the steam, saved the train and saved every life on board. Here is room for eulogy, for just and merited praise, for lofty commendation. Here we have a humble, an obscure Locomotive Fireman performing a deed of valor at the risk of his own life, in the hope that it would save his train and the lives of others, and here we challenge the whole history of chivalry for a more knightly deed.

But does any one propose a monument to perpetuate the name of John Perego, to keep in everlasting remembrance his deed of noble daring? Not a bit of it. Do railroads, which are the beneficiary of such self-sacrificing deeds, from out of their millions and billions say, John Perego, for that one deed has a right to retire on a competency, and bestow the required funds?

Digitized by Google

Not at all. Does the President of the United States remember that John Perego doubtless saved his life and the lives of those who were with him? There is no record of such recognition —It was ever thus. But we say, all hail! John Perego. There is kept somewhere a book of God's remembrance, and in it your name is enrolled, and we are quite willing to wager anything from a pick to a planet, that when the roll of the good and the great is called, John Perego's name will be in advance of Jay Gould's, Vanderbilt's and many other magnates who now esteem themselves the *creme de la creme* of the inhabitants of earth and heaven.

A GREAT RAILROAD CALAMITY.

At about 1 o'clock A. M., August 11th, an accident occurred near the little village of Chatsworth, Ills., on the line of the Toledo, Peoria & Western railroad, of unparalleled horror in the history of railroading throughout the world. Locomotive Firemen are familiar with railroad accidents, because firemen are always present when accidents occur, but the oldest fireman in the world never beheld nor heard of an accident like that which occurred while an excursion train bound for Niagara Falls, was crossing a dry creek, known as Piper creek, or Vermillion river, near Chatsworth station, Ill. The train consisted of sixteen cars, drawn by two powerful engines and contained about 800 excursionists, men, women and children. It is said that a locomotive engineer went to the superintendent and protested against taking out a train of sixteen cars, believing the train should be run in sections. But this advice was discarded and the train started on its run to destruction. What are the facts? No large space need be occupied to recite them; we have named the road. It has earned an eternity of obloquy. It stands first in the list of railroads, which, whether from cupidity, negligence or the incapacity of managers and employes has filled the land with unspeakable horror, and it is on record, that the managers of the road, after exhausting every subterfuge, charge the calamity upon the *negligence* of one employe, an obscure section boss of such ill repute, he could not secure bail when the coroner's jury, saddled the responsibility of the slaughter upon him.

Now, it is in order to take the full dimensions of the horrifying catastrophe. It is not required to draw upon one's fancy, the facts strike dumb hyperbole—exaggeration is simply impossible. The reader is simply required to fancy that it is midnight—that a train of sixteen cars is speeding along the track at the rate of forty miles an hour—that it is full of men, women and children, who have started out to see one of nature's greatest wonders, Niagara Falls. Remember, it is a little past midnight, the tired excursionists numbering, say, 800 to 1,000, are trying to sleep. In fancy we walk through the cars. There are upturned faces on either side, men, women and children. Mothers and their children sleeping, dozing, seeking rest; there are strong men nodding, others half awake talking in an undertone; the lights burn low; the train pulled by two powerful engines speeds on; speeds on to destruction, and the sleeping excursionists are driven on, not to Niagara Falls, but to death. Mighty God! is there no help? None. Their fate is sealed. The railroad has employed, so it is recorded, an incompetent section boss, and the calamity is inevitable. The train flies with the speed of the wind; the excursionists sleep and dream. The old wooden, dilapidated bridge over Piper creek is reached—then the crash —cars go down, cars piled upon cars, cars filled with human beings, and Piper creek becomes the valley of death; death in such awful forms that neither a Milton, nor a Dante, were their descriptive powers multiplied a thousand fold, could do the subject justice. There are a hundred dead, crushed, mangled, a shapeless mass of unrecognizable flesh and bones. There are three hundred living, torn and bleeding, and above the cries and

Digitized by Google

moans, is heard the alarm of fire. The excursionists did not reach Niagara Falls; no, they only reached Piper creek, Vermillion river, where they plunged into eternity. Why did they not go on to Niagara? The coroner's jury reply, because a section boss was negligent. This will not suffice. The public will not be satisfied with such a verdict. The railroad management is criminally responsible for the horror. The old bridge was insecure. The talk about the fire, and railroad wreckers, are exploded subterfuges. The road, bankrupt, was being operated on the cheap principle. Its owners had only one object in view—to make money. To have run the train in two sections would have added to the expense and reduced the profits, to have had a man at the bridge, if fire was eating at its supports, would have cost a little money; hence such things were omitted, and yet the confession is made that the catastrophe is owing to the neglect of one man, a section boss, who is to be made the 'scapegoat of the railroad management, to save them from the awful responsibility that rests upon them and finally from pecuniary damages. It remains to be seen what the courts of the great state of Illinois will do about it—we incline to the opinion that the final judgment will be that the railroad was responsible and must pay, and the severer the penalty the better it will be for those who travel by rail, since it will teach men that the employment of competent men is the wisest, safest, and most profitable policy, and that "eternal vigilance" is not only "the price of liberty," but a supreme necessity in operating railroads in the United States.

THE TRANSPORTATION OF RAILROAD EMPLOYES.

Railroad managers, some of them, at least, may be too obtuse to comprehend the fact that it is money in their pockets to treat their employes as men of average intellect, observants of quick perceptions and entirely capable of distinguishing between duplicity and frank, open-hearted candor. Thousands and tens of thousands of railroad employes are members of Brotherhoods. These organizations, without an exception, are benevolent in profession and in fact. This is known and universally admitted. These Brotherhoods seek to promote the welfare of their members in every way possible. Nor is this all—they seek to furnish railroads with competent employes—and this term "competent" has a wider sweep in its significance than attaches to the skill of the employe. In this declaration, while we include all the Brotherhoods of railroad employes, we desire to be understood as referring to Locomotive Firemen particularly. We speak by the card when we say, the high ambition of the Brotherhood of Locomotive Firemen has been, from the first, to have only such men in its Lodges as desired to be fully equipped for their work and worthy of promotion.

In the discussion of the question of granting locomotive firemen free transportation to the biennial meetings of their Grand Lodge, we dismiss sentiment; we do not bore for water; we place the question on a dollar and cent basis. We say to the railroad managers of the country, there are at least 18,000 locomotive firemen, members of the Brotherhood, employed on various lines of road. Of this number about 300 attend the Grand Lodge of the Brotherhood. To transport these men to and from the place of meeting, practically costs the railroads nothing at all. True, if the railroads were to charge, say $40.00 each of the 300 attendants, they would receive $12,000, distributed among all the roads. We admit there is a method of calculation by which it could be shown that by granting free transportation, the roads would be out of pocket the amount named, but, since these cars would run with or without the delegates, and since this free transportation would not add one dollar to the expense of the roads, it can be said that while the granting of the passes would be an exhibition of generosity, it would be inexpensive.

Digitized by Google

We hold that the entire membership of the Brotherhood of Locomotive Firemen, while knowing that the road would be subjected to no additional expense by giving their delegates free transportation, it would see in the act large generosity, and realize that each Brotherhood fireman was under lasting obligations for the courtesy. Now, if it be possible to find a dollar and cent basis for gratitude, and such a basis has always existed, we may reach a rational conclusion. We have estimated that $12,000 represents the amount of saving to the Brotherhood of Locomotive Firemen, provided free transportation was granted. We have said there are 18,000 Brotherhood firemen who would appreciate the courtesy and feel themselves under obligations of gratitude to the railroads of the country. This debt of gratitude would, therefore, represent 66 cents each, to the 18,000 Brotherhood firemen.

These 18,000 firemen are on all the railroad trains of the country, and every day, and many times every day, each one of them have opportunities of saving for the roads not only 66 cents, but many times that amount.

We do not over state the facts, we do not draw upon our fancy, we introduce no vagary. The proposition comes home to the judgment, to the financial judgment of any railroad official in the land who will give it a passing thought. Gratitude does have a money basis, and when there is no money to bestow directly, then gratitude takes on sublimer traits, and a man must be an ingrate who forgets his obligations, and Brotherhood firemen are not that class of men.

There are railroad officials who deny their employes free transportation to their annual or biennial conventions, and plead the inter-state commerce law in justification of the unwise proceeding. But they deceive no one. There is not a syllable in that law which so much as suggests the impropriety of such an act upon the part of the railroads of the country, and the device is too transparent to deceive any one. Nor must it be assumed that the withholding of free transportation will disband the Brotherhood of railroad employes. We speak for the Brotherhood of Locomotive Firemen. No greater mistake could be made. It is too great, too strong, too rich to disband because of the withholding of free transportation. But we do not care now to discuss that feature of the proposition. but rather to maintain that it will be money in the pockets of the railroads of the country to grant such transportation. It will intensify the good will now existing, and add indefinitely to that good understanding between employer and employe which is promotive of prosperity.

OUR MECHANICAL DEPARTMENT.

Emerson said, "Manual labor is the study of the external world," and he might have included, we think, the internal world as well. Among the signs of the times, cheering and significant, men of observation note that manual labor is taking higher rank than was formerly accorded it. Educators of renown, men occupying conspicuous positions as scientists, do not hesitate to give it as their opinion that the introduction of manual work into our schools is important, not merely from the advantage which would result to health, not merely from the training of the hand as an instrument, but also from its effect on the mind itself; that is to say, manual work is good for the mind and for the body, for the intellectual and physical man. Manual training means familiarity with tools, and that practice in the work-shop constitutes an important part of man's education, without reference to the trade or profession he may follow in after life. But when it is understood that the youth is to engage in some department of manual labor for a livelihood, the subject expands to such importance as to demand the most serious consideration.

It is true that a large number of locomotive firemen, were denied this early training in the schools which they attended in their youth, and

Digitized by Google

hence the greater importance that in their young manhood, they should give special attention to subjects intimately related to their calling as firemen and as engineers.

The object in view, in introducing the Mechanical Department into the *Magazine* was the education, to such extent as was practical, of locomotive firemen in mechanics in so far as their calling relates to locomotive engineering, and we are glad to state that the department is rapidly growing in popularity and is becoming an important feature of the *Magazine*. Firemen, we are gratified to say, are taking just pride in this department, and recognize the fact that it is specially designed to help them advance in their chosen calling.

It is proper to remark in this connection that the Mechanical Department of the *Magazine* is designed for technical instruction, to afford firemen a medium of communication with firemen upon all subjects of a mechanical nature, for the interchange of thought and opinions upon subjects most important and interesting to themselves. Nor is this the only good result anticipated. As firemen become more and more interested in the department the more they will read books and papers devoted to the discussion of mechanical subjects, and this result is in consonance with published reports of prominent educationists in the United States, in which it is shown that an enthusiasm is spreading among Americans in favor of work-shop instruction, which is likely to have an important influence on the industrial progress of the people.

PAYING DAMAGES.

The old aphorism reads, "That accidents will occur in the best regulated families," and it may be said that accidents will occur on the best regulated railroads. There are doubtless preventable accidents, and there are accidents the result of unforseen causes. It has been the policy of rairoads from the first, to saddle the responsibility of accidents largely upon Divine Providence, and the greater the damage to life, limb and property, the more loudly have railroad managers insisted that Divine Providence was responsible. But when the courts have taken hold of the facts for the purpose of meting out even-handed justice, Providence has been relieved of its burdens to a very large extent, and the railroads have been required to pay.

In discussing such subjects this *Magazine* is animated by a purpose to deal fairly with railroads. Railroads are the employers of locomotive firemen. Nothing can be gained by misrepresentation, by one-sided statements. Railroads and railroad managers have a right to be heard and the same is true of the public and of railroad employes. Railroad accidents resulting in great damage to property and to passengers, have occurred for which railroads were to blame. In hundreds of instances railroads have not been properly constructed; bridges have been built which were mere death traps. We could enumerate indefinitely causes of accidents which will be readily suggested to the minds of our readers, every one of which could have been avoided by a proper construction and superintendence of the roads. And there have been accidents which no forethought, no vigilance could have averted. There have been accidents the result of over hours of work on the part of train men, train dispatchers and others, who failed in watchfulness because overtaxed nature was not equal to the tasks which railroad managers forced upon their employes. And there have been deplorable accidents chronicled, because of the cupidity of officials and the criminal incompetency of employes. But our purpose at this writing is to call attention to a custom of many roads, which deserves the severest reprobation. We refer to the custom of requiring engineers and conductors to pay in equal shares for any damage to property of the company, caused by their trains.

It would be almost impossible to

Digitized by Google

catalogue such damages. They include damages to box cars, hand cars, colliding of trains, etc., the railroad managers assuming in every instance that the damage is the result of neglect, want of watchfulness, in fact of gross incompetency. It is needless to say that this tax upon engineers and conductors is enormous and unjust. In assessing and collecting such a tax we are required to contemplate acts of the most obnoxious absolutism. It is tax tyrrany which strikes the average mind as totally incompatible with justice and which cannot be defended upon any principle of equity. In fact it is a monstrous outrage upon the rights of employes and would not be sustained by any court in the land.

Those railroad managers who assess and collect this damage tax condemn themselves before the public tribunal, because of the assumption that the men responsible for the accidents and the damage are incompetent for the positions they hold. "They say in effect, by levying the tax." "If you had been watchful, always upon the lookout, always mindful of your duty, the accident would not have occurred, but because you were negligent, because you were not true to obligation, the accident and the damage occurred, and it is right, therefore, that you should pay the damage."

This is the ground upon which railroad managers justify their action, but it will be observed that it is a glaring confession that they employ incompetent men, and it is just here that the public have a right to complain. If incompetent men are employed then the lives of the people and the property of shippers, is placed in constant peril, and the fact that the railroads tax their employes for damages in no wise relieves the road from the terrible responsibility it assumes. The proper thing to do is to discharge incompetent men and employ competent men.

But we are inclined to the opinion that in a vast majority of cases for which engineers and conductors are compelled to pay damages the motive is purely mercenary, to obtain by subterfuge, by artifice, what could not be secured by fair, honorable, manly dealing, and we happen to know of engineers who have been kept poor by this system of outrage and extortion.

It is eminently becoming under such circumstances that the press of the country, and especially that portion of the press devoted to the interests of railroad employes, should place the facts before the public in their proper light.

"FLAG THE TRAINS."

There was an accident not long ago on the New York Central. The engineer, Edward Canarr, was fatally injured. Such is generally the fate of engineers and firemen. When Canarr was dragged from beneath the wreck of his engine he was dying. He had but a few minutes to live, but his mind was clear. He knew other trains were on the track, coming with the speed of the wind to certain danger and with his last breath he said, "Flag the trains." Did the dying engineer think of home, of wife and children, of parents, brothers and sisters? We believe he did, but there was one thought above such thoughts, the lives of the people in coming trains. True to obligation to the last, with his life-blood flowing, pulse faint and few, breathing almost suspended, even with the death rattle in his throat, he shouted, "Flag the trains," and expired. We often see in print the last words of men who, as warriors, statesmen, philosophers, had won renown; by the side of such dying words we place those of the obscure engineer, Edward Canarr, "Flag the trains" and challenge comparison. In the last moment of life, rising superior to self, to the agonies of wounds, even down into the valley of the shadow of death, he shouted back, "Flag the trains," save life, prevent another calamity. We do not know. It may be faith or fancy, but we do read of a city with walls of jasper and gates of pearl, in which those who enter, enjoy eternal felicity, and it is a pleasing fancy that

Digitized by Google

when the gate keeper heard Edward Canarr shout, "Flag the trains," he knew one was coming entitled to admittance through the gate into the city and shouted, "open the gate," and we fancy, if the brave engineer is not in the city, robed and crowned, the peer of immortals angels delight to honor, then we fancy the story of the city, its walls and gates, is a myth.

FIREMEN'S TRAVELING CARDS.

Preliminary to such remarks as we propose to make, relating to traveling cards, we quote for the benefit of railroad officials, the following sections from the Constitution of the B. of L. F.:

SECTION 74. All traveling cards shall be issued in the prescribed form and shall be furnished to Subordinate Lodges by the Grand Lodge. A member desiring a traveling card shall apply to the Secretary of the Lodge, presenting his receipts as evidence of his good standing. The Secretary shall issue the card and make proper record of the same in a book to be provided for that purpose. The card shall then be presented to the Master for his signature, and if the Master is satisfied that the member is worthy and entitled to the card he shall sign it, otherwise he shall take it up and report the matter at the next regular meeting of the Lodge, stating his reasons for declining to grant the card. The Lodge shall then decide by a majority vote whether the card shall be granted or not, and if granted, the Master shall attach his signature thereto.

SECTION 76. No member shall be entitled to a traveling card unless in good standing at the time the card is issued and of at least six months' membership in the Order.

SECTION 78. Traveling cards shall be granted only to members seeking employment, or in case of death or sickness, or for the transaction of Lodge business when so ordered by the Lodge, and for no other purpose.

It will be conceded, we think by all fair minded officials, that the Brotherhood of Locomotive Firemen, has in its great prudence, guarded against imposition in granting traveling cards to a Locomotive Fireman. It will be observed that it is a matter of no little difficulty to obtain a traveling card. The Brotherhood does not propose to be the victim of imposition itself, nor does it propose that others shall be victimized by granting traveling cards to unworthy members. A fireman, to obtain a traveling card, must be in good standing, and good standing means that the fireman is an honorable, upright man, entitled to the confidence of Brotherhood firemen everywhere, and entitled to the confidence of railroad officials.

It may be a difficult matter to convince some railroad officials that a locomotive fireman, holding a traveling card, is entitled to free transportation over the road. Section 78, of the Constitution, which we have quoted in full ought to satisfy the average official that the fireman ought, unhesitatingly, to be granted free transportation. The locomotive fireman is a railroad man, as certainly as any other man connected with the operation of railroads. Take for instance a fireman seeking work. He must travel to obtain employment. He may have to go a long distance; to refuse him transportation, would, in many instances, deprive him of employment, and while the railroad official has it in his power to arbitrarily refuse the transportation, the act would be unjust and indefensible.

As matters now stand, firemen with cards, are compelled to go to conductors for transportation, a proceeding which is embarrassing to both parties and which should be obviated by the officials of the road. A fireman holding a traveling card has the indorsement of the Brotherhood of Locomotive Firemen, and as the Constitution of the Order provides, it is only obtained by men in good standing. Traveling cards are not granted indiscriminately, but only when as Section 78 of the Constitution provides, there is unquestioned necessity for issuing them. It is to be hoped that railroad officials will give this subject consideration and that the embarrassments to which locomotive firemen, holding traveling cards are often subjected, will disappear, and that a more enlightened policy will prevail.

THE progress of railroad building in India is one of the marvels of the century. The mileage open for traffic now amounts to 13,390 miles, of which 1,025 miles were constructed during the year 1886. The cost of the India railroads is something more than $900,000,000. These railroads employ 220,000 persons, of whom about 5,000 are Europeans and the remainder natives. The investment pays 5.90 per cent. and is steadily increasing.

Digitized by Google

SKETCHES BY A NAVAL APPRENTICE.

No. III.

The Navy Yard at Washington, D. C., at which we were to spend the winter is used by the government more as an experimenting station than a ship building yard. At this station guns are tested and the experimenting batteries are kept constantly going. The Navy Yard is not situated on the Potomac river proper, but on a small stream named the Eastern Branch. As this branch is seldom navigated except by government vessels it affords an excellent range for the experimenting batteries. As is customary with every ship's arrival, our ship, "Saratoga," was overrun with visitors, officers on official business, pleasure, etc, friends of the crew and those anxious to see a training ship. The ship's company was now re-organized and each day brought its several exercises, viz: Light battery drill, infantry drill, sword practice, pistol practice, great gun drill (broad side), exercises and instructions in signals, sail making, knotting and splicing and general gunnery. These several exercises were so divided as to give each of four divisions a different set each day. The weather being too severe, drills with spars and sails aloft was impracticable. After a few weeks of this clock work routine we began to imagine that we were experts, but later I found that handling an eight-ton gun along side of a dock and at sea were two very different things. My indebtedness to the government having been liquidated I was permitted to go on shore every Saturday at 12 noon and return at 8 P. M. I will now explain how a boy becomes indebted to the government: On enlisting, the civilian clothes are taken and you are given a uniform instead, for which you must pay out of your salary. Besides this uniform the youthful sailor must get from the paymaster two suits of duck overalls, one extra suit of blue, shoes, etc. These articles will amount to about $65.00 and until this amount is paid the boy is not allowed to leave the ship unless some one is kind enough to stand security for his return. Some boys are from six to eighteen months getting out of debt. Having paid cash for most of my outfit I was not long in paying up. Christmas time being near at hand, and having obtained our executive officer's consent to pay a visit to my people, I occupied every spare moment in fixing up my rig. On Dec. 24th I left the ship at Washington for Philadelphia on a four day's furlough. On my arrival at home my uniform attracted the gaze of a great many people. Much to my discomfort I was not home very long before I changed back to a citizen. At this time the fact that I was bound to the government began to to open more fully to my mind, especially when I heard my companions planning pleasures weeks and months ahead, whilst nothing was before me but a dreary life on ship board. I then thought "why not skip as others had done. I'll do it," and this is *how* I did. On the day of my supposed departure for the ship I bade everybody an affectionate farewell and started. Instead of crossing to Philadelphia from Camden I bought a ticket for Salem, N. J., via W. J. R. R., and for a week enjoyed myself immensely with my country friends. But I could not stay here forever, so after having worn my welcome out, I started for Philadelphia again.

On arriving at Philadelphia I experienced a feeling of dread, expecting every moment to have a detective arrest me as a deserter, but none appeared. What was I to do to avoid capture? I had enough of the sea and did not care to tackle a merchant ship. I put my head down to good solid reflection and decided that as I had chosen a sailor's life, I would follow it to the expiration of my term. Having arrived at this conclusion, I at once determined to return to the ship and abide by the consequences. I did so. Arriving on board the ship I was placed in confinement until the next morning, when I was interviewed by Lieut. Berry, our 1st Lieutenant. I explained matters truthfully. He reprimanded me severely and said he sincerely hoped that I had learned a valuable lesson. I was then released. I was fortunate indeed in getting off so lightly; this latter fact encouraged me to so regulate my conduct as to meet the views of the officers and show them that I appreciated their kindness and leniency. By this means I soon outlived my little, and I may say my first, punishment.

The usual routine continued. During our

Digitized by Google

stay at Washington the ship received very extensive repairs preparatory to our spring and summer cruise. These being finished we were ordered to Hampton Roads, Va., to drill and prepare the boys for the cruise which we learned was to take us across the great Atlantic. We cast loose from the dock on March 5th. We were doomed to meet with a mishap at the very off start, viz: We grounded about one-fourth mile from Washington and remained hard and fast for twenty-seven hours. The united efforts of tow boats, Kedge anchors, and sail were fruitless, so we had to resort to the rolling process. The crew were ordered to lay aft, this evolution raised her at the bow, we then rushed forward, this raised her by the stern, the starboard rail was then manned, she careened to starboard, this operation was repeated to port and starboard alternately and with all sail set, two tow boats and two Kedge anchors, she at last freed herself and with a ten knot breeze shot out into the Potomac, Our troubles were not over, however.

The Captain of the tow boat finding that his services were no longer required, desired to be cast off and as we were sailing much faster than his boat could steam, he requested the Captain (ship's) to heave to, for he saw that if he cast off as she was running he would carry one of our boats away and probably his smoke stack. Our Captain refused to heave to and ordered one of the men to cast off the tug's line. Just as soon as the line let go we heard a crash and rushing to the rail saw the tug rapidly dropping astern with her smoke stack and our second cutter tangled up in great shape. Well, it never rains but it pours. During the excitement no one noticed a large ferry boat ahead of us and the next thing we knew, "bang" we shot into her, striking her a glancing blow on the port bow. Very little damage was done, but the passengers seemed to be very much frightened. Everything being favorable for us, we did not stop to ascertain the exact amount of damage. The weather being mild we enjoyed our trip down the river immensely.

When we ascended the river we had every thing against us and the passage was very tedious, but going down we made the trip in a remarkably short space of time (twenty-three hours). We anchored off Fortress Monroe and at once proceeded to put the ship in shape. Hampton Roads is a large roadstead opening out into the Chesapeake Bay and was during the Rebellion the scene of great army and navy operations. The Rip-raps is the name of a small fort situated opposite Fortress Monroe, it is not manned. Some of the old earthworks are yet to be seen. It was in these waters that the Cumberland was sunk by the Merrimac and where the Merrimac was in turn defeated by the Monitor. During the evenings the old tars who had taken part in the war held us youngsters spell-bound with the bloody yarns of the war and the exact spot where the vessels fought was pointed out to us. We had two men with us, one of whom was of the Cumberland's crew and the other of the Merrimac. The latter we heard had deserted the Cumberland the night before the engagement took place, and to hear these two men growl and accuse each other of cowardly deeds was amusing in the extreme.

Day after day we were treated with sail, spar, gun, sword, rifle drill, etc. On April 1st we received orders to sail, on April 3d, bound for a cruise along the western coast of Africa. How very important we felt at being intrusted to man a ship about to cross the Atlantic! Let me explain. The ship's crew consisted of 250 boys, about twenty-five men (old sailors) and nine officers, so it will be seen that the work would of course be done by the boys under the supervision of the old fellows and officers. Having been drilled constantly all winter, we had attained a proficiency in drill second to no ship in the service and the Captain said he would go to sea with the utmost confidence in his crew. Early in the morning "All hands up anchor," was piped and setting all sail, stood out for the capes (Henry and Charles). The wind continued freshening all day and when night came, was blowing a gale and we were forced to heave to as she was shipping sea after sea. This was done under close reefed main top sail, fore storm stay sail and reefed spanker.

This condition of things lasted forty-eight hours at which time the wind moderated and we stood on our course S. by E. From

Digitized by Google

this time we were blessed with beautiful weather. I will now explain the principal objects of our voyage. In the first place the government ordered us on this trip on the recommendation of our Captain, who thought it would be beneficial to us in giving us experience that could not be gained in running along the coast. Secondly, a German Captain had reported shoal water in a position 500 miles off the Azore Islands; his report also stated that these shoals were very dangerous to ships bound from the East Indies to Europe. It was on the strength of this information that our ship was detailed to survey the locality and obtain the exact position, etc. We were fitted out with the necessary instruments for sounding and examining the bottom. I will endeavor to explain how sounding at a great depth is carried on: An immense wheel with a flange on each side is rigged in a position overhanging the water, around which is wound from four to five miles of wire; connected to the great wheel are a number of small wheels resembling clock works. These small wheels are arranged to indicate the amount of wire that has been run out. On the end of the wire is a brass cylinder at the lower end of which is a spring hook, on to this is hooked a shot pierced through the center so as to permit the cylinder to pass through the shot after it reaches the bottom. A wire handle is put on the shot in order to hold it securely during its passage through thousands of feet of water. When the shot reaches the bottom the cylinder continues to descend until it rests on the bottom, then the spring hook is pressed in and at the instant the wire is started in the hook replaces itself and holds whatever has entered into the cylinder until it reaches the surface. This bottom matter is analyzed after it becomes dry and its color and peculiarities are faithfully charted.

After we had been out ten days we hove to in order to try our sounding apparatus. We made three successful soundings, obtaining on an average 3,000 feet of water. Our trial soundings being finished, we continued on our course. About 4:30 P. M. on the thirteenth day from Hampton Roads, the Peak of Pico was sighted. Our paymaster desiring to get a clearer view of this great mountain proceeded aloft, the boys watched him patiently for a while and then up they scampered after him and lashed him to the rigging and they kept him fast until he promised to pay his footing. Officers who are other than deck men are not permitted aloft and if they venture there, the men are allowed to exact a footing fee, after that is paid they can remain aloft as long as they please. It cost our paymaster about $10.00 for his clearer view. The Peak of Pico can be seen at a great distance on a clear day. It's altitude is 14,000 feet above mean sea level.

On arriving off the harbor, our navigator was instructed to place the ship as near the shore as safety would permit and acting on these instructions, we sailed very close to a light supposed to be on the beach, but on getting closer we were astonished to find it a stay light on H. M. S. Galena. It required very prompt action on the part of our officers and men to prevent a collision. As it was, we just passed her safely and that was all. The night being very dark it was impossible to determine our exact position, so we anchored. When morning came we found that we had anchored too close to shore. We hove up anchor and stood out to sea in order to run in again to a better anchorage. This we accomplished by noon, amidst a severe rain squall. We were now enabled to view our first foreign port. We proceeded to prepare the ship for a two week's stay at this beautiful island in the Atlantic.

Ex-Naval Apprentice.

[TO BE CONTINUED.]

For the Magazine.

A FIREMAN'S HEROIC DEED.

"A frightful face? Wal, yes, your correct;
That Fireman on the engine thar
Don't pack the handsomest countenance—
Every inch of it sportin' a scar;
But I tell you, pard, thar ain't money enough
Piled up in the national banks
To buy that face, nor a single scar—
(No, I never indulges—thanks!)

"Yes, Jim is an old-time fireman
An' a better one never war knowed!
Bin a firin' yar since the first machine
War put on the Quincy Road;
An' there ain't a galoot that shovels coal
From Maine to the jumpin' off place
That knows more about firin' the big iron horse
Than him with the battered-up face.

Digitized by Google

"'Git hurt in a smash-up? No, 'twar done
In a sort o' legitimate way;
He got it trying to save a gal
Up yar on the road last May,
I heven't much time for to spin you the yarn,
For we pull out at two-twenty-five—
Jest wait till I climb up an' slack off the scales,
For he has the old '90' alive.

"Jim war firin' the Burlin'ton passenger then,
Left Quincy a half an hour late,
An' war skimmin' along purty lively, so's not
To lay out No. 21 freight,
The '90' war more than 'hoopin' 'em up
An' a quiverin' in every nerve!
When all to once Jim yelled 'Merciful God!'
As she shoved her sharp nose around a curve.

"I jumped to his side o' the cab, an' ahead
'Bout two hundred paces or so
Stood a gal on the track, her hands raised aloft,
An' her face jist as white as the snow;
It seems she war so paralyzed with the fright
That she couldn't move for'ard or back
An' when I pulled the whistle she fainted and fell
Right down in a heap on the track!

"I'll never forgit till the day o' my death
The look that cum over Jim's face;
I throwed the old lever cla'r back like a shot
So's to slacken the '90's' wild pace.
Then let on the air brakes as quick a flash
While out through the window Jim fled,
An' skimmed 'along the runnin' board cla'r in front,
An' lay on the pilot ahead.

"Then just as we reached whar the poor creatur lay,
He grabbed a tight hold of her arm,
An' raised her right up so's to throw her on one side
Out o' reach of danger an' harm.
But somehow he slipped an' fell with his head
On the rail as he throwed the young lass,
An' the pilot, in strikin' him, ground up his face
In a frightful an' horrible mass!

"As soon as we stopped, I backed up the train
To the spot where the poor fellow lay,
An' thar sot the gal with his head in her lap
An' wipin' the warm blood away.
The tears rolled in torrents right down from her eyes,
While she sobbed like her heart war all broke—
I tell you, my friend, such a sight as that ar'
Would move the the tough heart of an oak!

"We put Jim aboard, run to the next town,
Where for week after week the boy lay
A hoverin' right in the shadder of death,
An' that gal by his bed every day.
But nursin' an' doctrin' brought him around—
Kinder snatched him right outer the grave—
His face ain't so hansom' as 'twar, but his heart
Remains just as noble an' brave.
* * * * * * * *

"Of course thar's a sequel as story books say—
He fell dead in love, did this Jim;
But he hadn't the heart to ax her to have
Sich a battered-up rooster as him.
She knowed how he felt, an' last New Year's day
War the first of leap year you know
So she just cornered Jim an' proposed on the spot
An' you bet he didn't say no.

"He's building a house up thar on the hill,
An' has laid up a snug pile o' cash,
The weddin's to be on first o' next May—
Just a year from the day o' the mash—
The gal says he risked his dear life to save her's,
An' she'll just turn the table about
An' give him the life that he saved—thar's the bell.
Good day, sir, we're goin' to pull out."

B. J. S.,

SCRANTON, PA. Acme Lodge, No. 228.

MORNING ON THE IRISH COAST.

[The incident which prompted the writing of the following lines was related to me by a friend who visited Ireland during the summer. On the voyage eastward my friend made the acquaintance of an old man, who in his frank and candid way, told him he had been thirty years residing in 'the States,' and that he was then going home to spend the evening of his life in the Old Land, amid the scenes of his boyhood. His anxiety to see Ireland once more was so deep and fervid that my friend took a special interest in him. The night before the ship reached the Irish shore they remained on deck, and as the dawning broke, they were rewarded for their weary vigil by beholding the dim outlines of the Irish coast. The sight awakened all the old man's slumbering enthusiasm, and his first impassioned exclamation was, 'The top o' the mornin' to ye, Ireland, alana.']

Th' anam au Dhia! but there it is,
The dawn on the hills of Ireland!
God's angels lifting the night's black veil
From the fair, sweet face of my sireland!
Oh, Ireland, isn't it grand you look,
Like a bride in her rich adornin',
And with all the pent up love of my heart,
I bid you the top o' the mornin'.

This one short hour pays lavishly back
For many a year of mourning;
I'd almost venture another flight,
There's so much joy in returning—
Watching out for the hallowed shore.
All other attractions scorning;
Oh, Ireland don't you hear me shout?
I bid you the top o' the mornin'.

Ho—ho! upon Cleena's shelving strand,
The surges are grandly beating,
And Kerry is pushing her headlands out
To give us the kindly greeting;
Into the shore the sea-birds fly
On pinions that know no drooping;
And out from the cliffs, with welcomes charged,
A million of waves come trooping.

Oh, kindly, generous Irish land,
So leal and fair and loving,
No wonder the wandering Celt should think
And dream of you in his roving!
The alien home may have gems and gold—
Shadows may never have gloomed it;
But the heart will sigh for the absent land,
Where the love-light first illumed it.

And does'nt old Cove look charming there,
Watching the wild wave's motion,
Leaning her back up against the hills,
And the tips of her toes in the ocean?
I wonder I don't hear Shandon's bells,
Ah, maybe their chiming's over,
For it's many a year since I began
The life of a Western rover.

For thirty summers, astore machree,
Those hills I now feast my eyes on,
Ne'er met my vision save when they rose,
Over Memory's dim horizon.
Even so, 'twas grand and fair they seemed
In the landscape spread before me;
But dreams are dreams and my eyes would ope
To see Texas' skies still o'er me.

Ah! oft upon the Texan plains,
When the day and the chase were over,
My thoughts would fly o'er the weary wave,
And around this coast-line hover;
And the prayer would rise that some future day,
All danger and doubtings scornin',
I'd help to win my native land
The light of young liberty's mornin'.

Now fuller and truer the shore line shows—
Was ever a scene so splendid?
I feel the breath of the Munster breeze,
Thank God that my exile's ended.
Old scenes, old songs, old friends again,
The vale and cot I was born in!
Oh, Ireland up from my heart of hearts,
I bid you the top of the mornin.'

—John Locke.

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

NO. VIII.

In considering the boiler attachments in our last article, we treated on the inlets and some of the minor outlets, and now come to the main outlet, or at least the outlet which is designed to release the main part of the steam generated in the boiler, namely the throttle-valve.

There were a number of different patterns of throttle-valves, some lifting and others sliding, but modern practice has settled on the double seat balanced lifting valve as the best and most practical, as it requires but little power to open it, and as it also has a tendency to fall shut in case it becomes disconnected at any point of its attachments. We thus have a valve which requires a vertical movement; this is given to it by a bell-crank lever of the first order, having the valve at one end of its arms, fulcrum at corner, and power attached to lower end of lever by a horizontal reach rod passing out of the boiler, through a suitable stuffing box. This horizontal rod is again attached to a lever, this time generally of the second class, fulcrum at the end, rod attached between this and the handle. I have heard of an old engineer, who said this fulcrum on the outside throttle-lever, "was the fulcrum of the engine," and who was not willing to admit, that there were any other fulcrums about it. While we are ready to admit that this is a fulcrum, we have endeavored to show that this is not by any means the only fulcrum, but they are found in great numbers on a locomotive. The fulcrum of the throttle-lever might in one sense be considered as the main fulcrum, for it appears that by the use of that lever the "machine" is moved, but as it is moved in both directions by pulling the throttle one way only, it at once becomes apparent, that it is not even entitled to that honor.

Having now thus briefly and cursorily considered the boiler with its attachments (excepting those pertaining to the various steam, air, or vacuum brakes, now in almost universal use in some shape on every locomotive) we will endeavor to trace the course of the steam, after its liberation from the boiler through the throttle-valve. The steam is first admitted into the dry-pipe, and then into the T-pipe, where it divides and passes in two streams into the right and left steam-pipes, and through them into the respective steam-chests. The steam up to this time has met no impediment in its onward rush for liberty, since it left the throttle-valve, but here (in the steam-chest) its progress is arrested by a large somewhat turtle-shaped mass of iron, which appears to "hump its back," as if determined to thus bar all further progress. This is the so-called slide-valve. In order to hold the steam, thus suddenly checked, the steam-chests surrounding this valve are made of extra heavy cast-iron, held down by from 20 to 30 heavy studs, in which we have another application of our mechanical powers—the screw—as one end is screwed into the cylinder casing, the other end furnished with a thread and nut.

Should the slide-valve however be at either end of its travel, instead of in the centre as at first supposed, the steam would find a slot open, which is called the steam-port, and would at once avail itself of the chance to move on. The next impediment to its progress is found in the cylinder, where the steam (if strong enough) finds it can force the two ends of its cylindrical chamber apart, or move one end backward or forward as the case may be. This then is the point at which the steam puts in its work, and the amount of work it will do depends upon three main points; 1st, size of piston; next, pressure of steam, and lastly, speed at which piston moves. First then is the size of piston.

In order to find the number of square inches on the surface of the piston, against which the steam presses, we multiply the diameter by itself, and the product by the decimal figure, .7854, again pointing off four figures on the right of the product of last multiplication, for fractions of an inch, and the figures on the left of the decimal point denotes the number of square inches in a piston of the given diameter. Suppose for instance that we have a 20-inch cylinder—now 20 multiplied by itself, viz: 20x20 is 400. Now this would be the number of square inches in a surface 20 inches both ways, but, as is obvious at once, a round plate 20 inches in diameter, would not cover a square of 20 inches, for it would only reach to the edge of the square at "four points on the sides, equidistant from the corners, while the corners would project out beyond the edges, thus proving that the round piece is considerably smaller than the square piece. The amount of this difference has been determined, and found to be as 1 is to .7854, hence in all cases where it is desired to find the number of square inches in a given circle, after the diameter has been multiplied by itself, we multiply by .7854, and find that instead of increasing the number of inches, we have reduced them.

Take the square of 20 as above—400—and multiply by .7854 we have 3141600, which shows that after pointing off the four right hand figures (1,600) as fractions, we have

Digitized by Google

only 314 square inches in this circle, instead of 400 in the square, losing nearly one quarter by cutting the corners. (Perhaps it would be just as well for all, to just fix these figures .7854 in our minds, for they will, if used as above directed, give us the number of square inches or feet of any given diameter, without having recourse to a series of tables, which may not be at hand when wanted.) Having determined that our piston has 314 inches, (and a fraction which we will not calculate for the sake of brevity) we will now consider the steam pressure.

With a pressure of 130 to 140 lbs. per square inch on the boiler, it is ruleable to calculate that only about 100 lbs. really reach the piston, and according to the various points of cut-off employed, the average amount of pressure differs greatly, but if we take the average at 50 lbs., (and it often is much lower) we have 314x50=15,700 lbs. pressure against the piston, or in other words a weight of 15,700 lbs. would be lifted up if it was placed on a piston 20 inches in diameter, with steam at 50 lbs. per square inch admitted beneath it. But another factor has to come in and that is speed. How fast can this load be moved, is the query that has to be answered before we can fully determine the amount of work done. If we suppose the piston to be connected to 5-feet 3-inch drivers, we find they will make about 320 revolutions to the mile. If this mile is traversed in three minutes we have about 107 revolutions per minute, and if the stroke is two feet we have 107 times two feet forward and two feet backward movements, or 107x4=428 feet of movement of the piston in a minute. This 428x15,700 equals 6,719,600 foot-pounds for one side, or 13,439,200 foot-pounds for the two engines which make one locomotive.

How to compare this immense energy, with work done by other means, shall be the object of our next article, as we find that our present paper, has probably reached the limit of space, and, may be, of the endurance of our mechanical readers.

CHICAGO, ILL., August 3, 1887.

MR. EDITOR:—In the *Magazine* of late I notice there have come to our Mechanical Department some very able writers, and among others Mr. E. J. Rauch, M. M., whose honest advice to us firemen none can fail to appreciate. He shows a warm interest in us and I confess that the two letters he has written, coming from a master mechanic as they did, have caused me, and others, too I believe, to wake up and take an interest in our Mechanical Department, such as we have not done before. I notice that Mr. Rauch refers to the ability of engineers and to the amount of their knowledge and to the large numbers of "starters and stoppers" who are running engines to-day. Now, Mr. Rauch, I wish to ask the master mechanics through you a few questions. You urge upon us firemen the importance of a thorough knowledge of our engines, you advise us to study and read up and become conversant with every detail of the machine. Well, Mr. Rauch, let us see what kind of a man this system produces, what kind of a life he has and what his reward is and will be. Upon his securing a job of firing he immediately undertakes to study up his Forney and Sinclair. Every spare moment is given to learning something pertaining to the engine. He denies himself all pleasures in order that when the time comes he will be able to pass. Well, three years pass away (and I believe this is as short a time as any man gets promoted in) and our fireman looks somewhat worn and haggard. No wonder—plugging coal to a Mogul all day and half the night is all the physical labor any man wants and I'm sure the knowledge you require him to get is all the mental labor he can stand. The time comes for examination, at last our firemen passes creditably—he is placed in charge of an engine now, his apprenticeship and his apprentice wages now cease, and with good luck for a year or two, he has become a full fledged engineer. But now his trials have begun in earnest, for he must retain this position at all hazards, for if he should lose this, what would he do? He is aware of the fact that there are no vacancies for *Engineers* anywhere in this country.

After a while misfortune overtakes him, and after three years successful running one fine morning he runs off a switch. Somebody has to be discharged—off goes Mr. Engineer's head; he gets his time and is told to look for another job. He has a certificate (or letter) stating that he is a first-class engineer, but of what use is it? The first M. M. he tries refuses to even look at his letter, but informs him that they make all their engineers He tries another with the same results. At last he asks himself, "What good is my ability when they won't even look at my papers. I am a first-class man, I can run over valves, set up engines, figure out the proportion or pressure of or on any part of engine or boiler, but what good is it? *Ability rates* as nothing now." Now, Mr. Rauch, you would see us toil away the best years of our life, for what? for three years (men's) wages. You advise me to devote my time and labor for the benefit of the company, studying something that is of no benefit to me any more. Well, Mr. Rauch, don't think for a moment that I am insensible to your advice given in our *Magazine* or that I favor ignorance in preference to intelligence, but I believe a "*stopper* and *starter*" is good enough for the M. M. of the present day. I have no desire to enter into a controversy with you or any one else, but as these were the thoughts of a common fireman I thought it proper to express them. *Slick Eye See.*

Digitized by Google

A Single Valve Operating Two Cylinders.

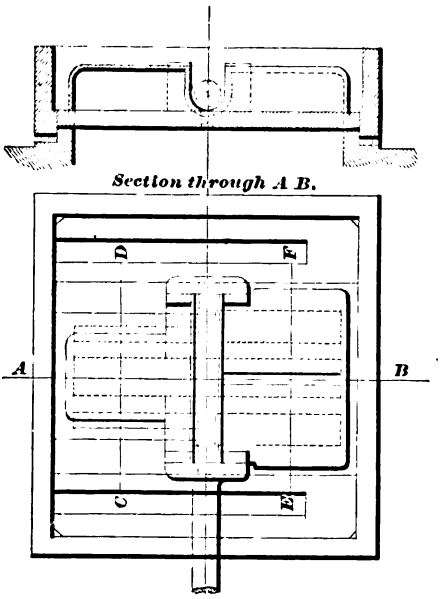
Mr. Editor:—In January *Magazine* 1886, page 37, in "A Few Problems," "Eccentric" says:

"Sixth, Can a single valve be made to operate two cylinders at the same time on each side of a locomotive."

"I saw an engine at Baldwin's with such a valve on inspection, but I did not see the engine in operation. This is a very curious piece of mechanism, and I should like much to see it fully explained and illustrated, if it can be done."

It is the purpose of this, and another illustrated article, to make clear answer to "Eccentric" and the Brotherhood to the last of his inquiries contained in "A Few Problems."

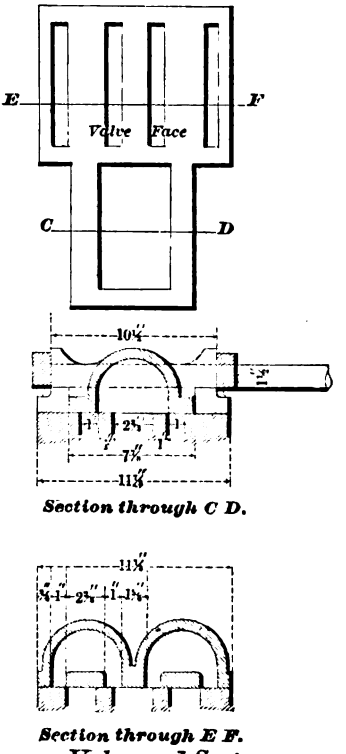
The drawings, illustrations and descriptive matter herewith relating to the valve herein described, were prepared for the *American Machinist* by Lewis F. Lyne, M. E., and mechanical editor of that journal at the time of their publication.



Plan.
Valve and Steam Chest.
Scale 1″=1 foot.
Fig.2

"This valve is represented in the engraving, Fig. 2. It is in form a plain *D* valve at one end, and a *B* valve, having a bridge at the other.

"The upper engraving shows a section through A B of the lower engraving, which represents a plan of the valve and steam-chest.



Valve and Seat.
Scale 1″=1 foot.
Fig.3

"The face of the valve is shown in the upper engraving, Fig. 3, while the middle figure shows a section through C B and the lower figure a section E F.

"From the foregoing, it will be seen that both cylinders take steam simultaneously at opposite ends.

"At C D the steam passes into the cylinder in the usual way; while at E F the steam passes under the edge of the valve, through the cavity and port into the cylinder.

"The reader can easily demonstrate the operation of this valve, by taking two strips of wood and laying out the parts upon them; then slide the strip representing the valve over the other which represents the seat.

"The valve is connected with a single valve stem, as shown in Fig. 2."

At this time, and in this connection, it has occurred to me that in carrying out my promises made in the *Magazine* for August, 1886, page 463, I ought to qualify myself to speak to the Brotherhood through the columns of the *Magazine* in its "Mechanical Department." I did so very fully in my ad-

Digitized by Google

dress to the Brotherhood at the "Franklin Institute's Novelty Exhibition" in Philadelphia in 1885, and I trust it will not be amiss, now that I have diagnosed the locomotive in the Mechanical Department of the *Magazine* for the past fifteen months and am now about to prescribe remedies for the diseases stated.

My first ride *behind* a locomotive was in 1847 from Buffalo to Niagara Falls.

My second *upon* the locomotive from Dayton, Ohio to Cincinnati in the spring of 1857, to see and study the action of what was then known as the "Loughridge Brake."

In the spring of 1858 I commenced a manufacturing business which required the construction of complicated and intricate machinery, involving the study and practical application of correct mechanical principles, and this was largely constructed in our own machine shop, directly connected with our own manufactory, and we are now, and have been from the date named so engaged.

At the Centennial Exhibition, Philadelphia, 1876, we exhibited and had in operation the following machinery, mostly built in our works:

Exhibit in Machinery Hall, Centre Aisle, Section D, 3, Post 27, the following machinery:

1. A Paper Collar Machine, which cuts from a roll of paper or paper and cloth and creases, stitches, patches, button holes and embosses 30,000 collars a day.
2. A Forming Machine, which moulds 50,000 paper collars a day.
3. Lockwood's Patent Automatic Envelope Machine, which cuts from a roll of paper, folds, gums, and counts 120 envelopes a minute, *running twice as fast as any other machine.* These machines have run 160 envelopes a minute.
4. Lockwood's Automatic Seed Bag or Tobacco Envelope Machine, which is modeled after No. 3.
5. Automatic Envelope Printing Press, which prints 60,000 envelopes a day, or six times as many as an ordinary printing press.
6. An Old Style Envelope Folding Machine, which folds small drugs, or car ticket envelopes at the rate of 22,000 a day.
7. A Large Envelope Cutting Press, which cuts envelope blanks from dies. In addition to these, a variety of appliances used in the manufacture of paper collars and hand made envelopes are exhibited.

In 1872 my attention was especally called to the defect, or want of application of correct mechanical principles in counter-balancing the drivers of locomotives.

For this first step, I am indebted to the late Solomon S. Gray, of Boston, Mass. Mr. Gray was the head of the firm of "The Gray & Woods Co." of Boston, builders of the Gray & Woods' wood-working machinery, and in no business is it more important to properly apply correct principles of counter-balancing, than in fast running woodworking machinery. Mr. Gray was in truth a "*Master Mechanic*," and stood at the head of his profession. The great reputation which their machinery attained, and still maintains, is the best diploma to his ability and standing as a mechanic.

In the employ of this firm was a younger and skillful mechanic, Mr. Henry F. Shaw, who was in the confidence of Mr. Gray and held very close relationship to him.

To him Mr. Gray suggested the defects spoken of, and some two years were spent upon the question of a valve to properly control steam to two cylinders, and thus maintain a perfect steam balance.

The valve now described and shown is the result of their two years' work.

From this commencement in the study of the locomotive as a piece of amateur mechanics, to the present time, I have become what my very good friend, the late Charles T. Parry, the head mechanic of the Baldwin Locomotive Works, was pleased to call an "enthusiast" in locomotive mechanics.

A new truth hath no greater foe than an old error.—Gœthe.

Like all who differ with what are recognized as established theories, I have not escaped that honorable title of "*crank*," and only recently I was welcomed to a party of prominent gentlemen in a prominent club house with this appellation, "Oh Lockwood, we all recognize you as a *double* crank" to which I could only reply "that is a most honorable title, and if you gentlemen understood mechanics as well as you do finance, you would know it is so, for a "*double crank*" is always *in* balance, a single one never is or can be."

In the next *Magazine* this article, under the same title, will be continued and further development and the progressive steps taken will be stated in their order from this starting point. WM. E. LOCKWOOD.

GLEN LOCH, August 4, 1887.

P. S.—Will you please make the following corrections in my article in the *Magazine* for August, page 462, second column, 14th line and insert *in* before motion; 15th line, *guides* for *girdles;* 18th line, *greater* for *quarter*. The illustration on page 463, Fig. 3, will show the crank pin lines C 2 controlled by a duplex valve, the steam moving in opposite directions as shown by the direction of the arrows. W. E. L.

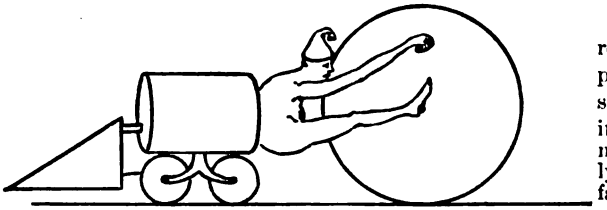
MR. EDITOR:—Noticing in the July number of the *Magazine* some suggestions to firemen from Mr. E. J. Rauch, I would like to ask him through the *Magazine* what particular works he would suggest, and what authors, from the rudiments up, as there are many works on the subject of the locomotive and the fireman should know which are the best for him to take up. I am glad to see the Mechanical Department growing as it is. I think that more of our members should contribute to it. I have not seen any answer to my questions in the February number of the *Magazine*. I think that possibly "Vulcan" might answer that.

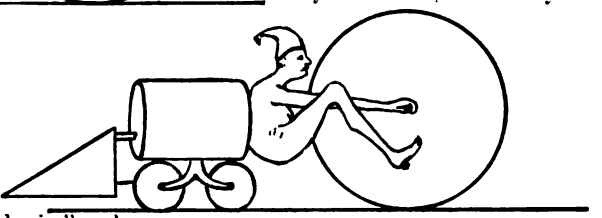
Orgonia.

Digitized by Google

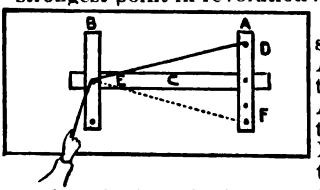
CAMDEN, N. J., Sept. 1, 1887.

MR. EDITOR: I never did really grasp the "push and pull" of the piston, and understand how these two motions, in opposite directions, could make an engine go continuously in one direction, until this fancy of the Imp of the Cylinder came to me. In the first position I see that if he keeps his legs stiff (the frame) and pulls, the wheel must move forward. In the second position his arms are rigid (the frame) and, if he kicks, the wheel must move forward. No, thanks, you are welcome.

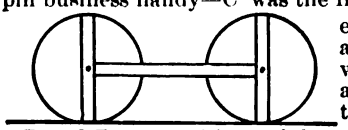




And further about this "crank-pin" and "strongest point in revolution:"



Take three small sticks, A B C, pivot the centre of A and B on the ends of C. Now place them on a board, and pivot the lower ends of B and C to the board. Stick a pin in A at D, tie a thread to it and pass the thread over the pivot at E. Pull on the thread—which way will the frame incline? Now, detach the thread from D and fasten at F. Pull, and which way will the frame incline? Now you have the upper and lower crank pin business handy—C was the frame of an engine—A and B the vertical diameters of two drivers—D and F, two positions of the crank-pin—and the two pivots at the bottom represent the "bite" on the track. The tension of the thread is the pull of the piston—whatever the frame will do two wheels would do. You can easily satisfy yourself that in this, as in wrestling, the under hold is the better.



Thanks to "Vulcan" for his neat explanation of the problem of mileage, but I am sorry that he disposes so quickly of the invention of that Jersey genius, to help engines up grade. I had great hopes that the Jersey genius would be of use to Mr. Lockwood in his hammer-blow fight. You see if the Jerseyman's push-pole could only be attached to Mr. Lockwood's 300-pound counter-balance, every time the wheel revolved it would give a 300-pound push to help the engine up hill, a much better use for the hammer-blow than knocking bridges to pieces. But alas, "Vulcan" disposes of the push-pole of the Jerseyman and the hammer-blow of Mr. Lockwood in one sentence. He says "as the cross-head never stops in its forward motion so far as the ties are concerned, I fail to see that his rod would ever get a bite to shove up the hill with." That is true, then of course: *As the counter-balance never stops in its rotary motion, revolving always in a true circle around the centre of the axle*, and that centre *always* (if the tire is true) *at the same distance from the rail*, I fail to see that his *hammer* would ever get a *blow* at the rail. This is nearly as bad as another calculation I made on Mr. Lockwood's basis. I found that when running at the rate of sixty miles per hour with a 300 pound counter-balance on the drivers, a ten-ton engine would be lifted seven feet clear of the track at every revolution, by the force of the back quarter or *upward* hammer-blow.

Amboy Division.

MANHATTAN RAILWAY COMPANY,
NEW YORK, September 6, 1887.

MR. EDITOR:—Mr. Lockwood has certainly said a great deal about the 'hammer-blow" given out by the driving wheels of the locomotive. May I ask him to apply his theory to the cylinder in the Hoe printing press, or any other similar machine, and tell why the type are not mashed in their contact with the platen?

"Dock," old boy, shake! I think you have been thar. Keep right on and stir up the boys to the importance of giving their attention to the *science* of their business. It makes a man *so tired* to interview firemen and hear the funny ideas of many of them.

Did "Tallow Pot" examine the oil pipe on the working side of his engine to see whether or not it was partly closed with dirt? These pipes got closed up sometimes, when tallow was used in the cylinders. I have seen steam pipes in an engine almost shut up with burned tallow where cylinders were

Digitized by Google

oiled through the dry pipe. On the Elevated R. R. we have had occasional trouble with our brakes— Eames' vacuum—would get good quick vacuum on gauge, but very slow brake on train, and very slow release. Examination disclosed that the inner layer of vacuum hose had got loose and collapsed, hence the trouble.

Sorry to swing a red signal for Bro. "Vacuum" on the eccentric question. What has the size of an eccentric disc got to do with its throw? Two discs of different diameters could be thrown the same distance out of centre and give the same throw, and the larger one turned down to the size of smaller and the throw not be changed. The throw of an eccentric is got from twice the distance of the difference between the narrow and broad sides; size of disc in no wise controls the throw. *E. J. Rauch.*

MR. EDITOR:—Judging by the wide attention it has received and the diversified explanation it has called forth, that little query of mine about the "pair of drivers" on the track seems to have well fulfilled its double mission of awakening the interest of brothers and readers in this Department, and of quickening thought, by showing how the kernel of knowledge can be obtained from the smallest nut. I have been glad to see so many of our readers take a whack at the nut, and I am also pleased to see that most of them have given it a right good "crack." If there is anything left to be said on my part, it is scarcely more than could be said by a referee after a race has been run and fairly won. In a word, the problem has already been answered quite intelligently. "Vulcan" seems to have had the correct idea from the start, and has with his usual lucid, happy way of explanation made the matter clear. The latter part of his letter, on page 397 of July *Magazine*, practically covers the whole ground, while the diagram and explanation of E. J. Rauch, on the next page, places it before the mind in a manner that is most easily grasped. "Stationary" further adds to the explanation in the August number (page 466) by remarking, and with truth, that the axle has nothing to do with it, being merely a means of mechanical union between the two wheels. If it were a cylinder resting upon the two rails, with a crank at one end, the result would still be the same, namely, it would move toward you on pulling the rope. As "Stationary" very aptly remarks, the whole puzzle seems to come from the fact that the wheel is regarded in the same light as if it were jacked up. "Vulcan," in the article just cited, has very clearly analyzed the difference, and I need not go over the ground again; yet, it seems that all these rays of light leave still a point of obscurity in the minds of some of our colleagues. For instance, "Eccentric" believes the counter-balancing of the wheels has everything to do with the case, and "Pilot Bar" does not seem yet quite certain in his own mind as to what is the reason why the wheel turns the same way when the pin is on the bottom quarter. Now, why is it that the counter-balancing has nothing to do with the result, and why does the wheel still go the same way when the pin is on the bottom quarter? Well, it is merely on account of the *friction* of the rails. Our school books taught us that without friction the wheels of a carriage would not turn but would slide. So would the wheels in this case. Suppose we could grease the rails, or in any way treat them so that even the comparatively heavy weight of the wheels would produce no friction whatever—even less than a light roller on the smoothest ice? What would happen? Why, "Pilot Bar" would find that starting with the pin on the top quarter it would be difficult to make it turn even to forward quarter, but that after reaching the forward quarter the wheels would simply slide without turning any more. If the wheels were counter-balanced, it is doubtful if the sliding would not begin even much before the forward quarter was reached. We would be in the same fix as Archimedes, whose lever could have doubtless moved the earth if the fulcrum could have been put on some planet conveniently near and that would not "slip." We have the elements of a lever—just such a lever as "Vulcan" and others have discussed, but the fulcrum slips. Now let us put on sand or wash away the lubrication, and let friction be again introduced. We find that the fulcrum of our lever is now prevented from slipping and the weight must perforce move when power is applied. The leverage is greatest, of course, when the pin is at the top quarter, because the distance to the rail is the greatest. But even when the pin has descended to the bottom quarter, there is still some space left between the fulcrum and the point where the force is applied, consequently the wheel is still impelled in the same direction. Now, the smaller the circle of the crank revolution the less the difference in leverage between the pin at top and at bottom quarter. If the crank were centric with the shaft like the end of an ordinary truck wheel axle then evidently the leverage would always remain the same. Now let us suppose the opposite extreme. Let us place the crank on the circumference of the wheel itself; then it will be found that the leverage is greatest when the pin is at top quarter and disappears entirely at bottom quarter.

In other words, the wheel would slip as the pin approached the bottom quarter, because, in consequence of the leverage diminishing so rapidly, a point would be reached where the action tending to make the wheel

Digitized by Google

roll would disappear, since the pin and the fulcrum are nearly at the same point. The throttle lever will enable me to explain this. Tie a string to the handle of the throttle lever and pull. The lever will move readily enough. Now tie the string at a point nearer its fulcrum or where it is hinged. It takes a stronger force to move it. Now tie it to the fulcrum. It will not turn at all, and it will only move bodily if there is sufficient force exerted to break the hinge. In this case the hinge is the exact analogue of the periphery of the wheel, the only difference being that the lever has always the same fulcrum, while with the wheel the fulcrum is shifting as it turns and is always at the point of contact with the rail. Now if we apply the force at the wheel at point of contact with the rail the wheel must necessarily slip, but as long as the point at which the force is applied remains above that shifting fulcrum the wheel is bound to turn in the manner we all agree that it does, and then will turn as long as the weight of the wheels and the condition of the rails produce friction. The reason is precisely the same as that by virtue of which the throttle lever performs its functions as long as the hinge does not break and by virtue of which it could not perform its function unless the hinge *did* break if the power were applied at the spot instead of some part of the handle. The query raised by "Budd" is already answered by "Vulcan" in his statement that in our case the fulcrum is at the periphery of the wheel, while in his case it would be at the centre, just as if the engine were jacked up. In other words, when a pair of drivers are subject to the above conditions, the adhesion to the rail is greater than the power required to move the wheels.

East Line.

MR. EDITOR:—You are indeed to be congratulated upon the success which the Mechanical Department of our *Magazine* has achieved in so short a space of time, for it is certainly a creditable exhibit to find twenty columns of the September number filled with articles sent in from all sections of our country, and treating on a variety of topics of more or less interest to all.

"Mechanics" No. VII is another installment treating on the mechanical powers and their application to the locomotive and its component parts, which contains points which all might study with profit.

Mr. Rauch tells us how he spent a portion of the glorious "Fourth," and I have no doubt that the effort he made in our behalf left him in a better condition to enjoy the 5th, than many others of his townsmen—yes, I may say, of our members, too—who spent the day in a more demonstrative and, so called, lively manner. Mr. Rauch takes exception to my former answer, that a locomotive could be run with eccentrics on other than the driving axle, with side rods off. I tried to make my meaning clear when I answered said query, and that was that the wheels must be of equal size, and that all slipping *must* be avoided. Mr. Rauch evidently admits that if you can overcome the slipping and inequality of the wheels, the locomotive can be run, but it will certainly be unable to pull any train, or run for any very great distance. If I am correctly informed, it was the class of locomotives on the Elevated road in New York City, to which the query referred and as it is important that traffic should not be stopped very long on its tracks, the question of clearing a break down as quickly as possible, suggested the idea of running in that condition, for the comparatively short distance required on that system of road. As I fail to fully agree with Mr. Rauch on the first point, I cannot agree with him in the second and third points he makes, that a locomotive could not be run down a grade, or even towed in that condition. The point of slipping being not present under these conditions, we have only the possible difference in wheels to contend with, and as I said before that the wheels ought to be of equal dimensions, that point was covered. If run or towed with open cylinder cocks, I do not believe steam-chests or cylinder-heads would suffer, even if the valve and piston were to move out of time with each other. I fully concur in all Mr. Rauch has to say in regard to atmospheric pressure, and its agency in helping us in the management of many different parts of our work. Years ago I said in the course of an argument, that if a tank were filled with water, and then plugged up and made air tight, the pump would soon lose its power, for there would be a vacuum on top of the water, in the space formerly occupied by the water which the pump succeeded in extracting. As the water had no air on top it would only flow in fitful spurts, as it got a little air through some joint in the pump, and the same rule would hold for the injector also.

I also fail to see why a locomotive should slip more in backing a train, when all other conditions are the same. Let us know if that is the case before we argue the point.

Mr. Lockwood is also on hand with a lengthy article, in which he attempts to controvert some of my former statements. Mr. Lockwood flatters himself that I concede all he contended for, when writing in regard to the "East line" loose wheel query I said "the wheels on the rail are in reality a lever, with its fulcrum or point of rest on the rail." I am perfectly willing to abide by this quotation, in regard to these loose wheels, which derive their power from a source altogether independent of them, and not rigidly connected at all. But while

Digitized by Google

willing to abide by that quotation in regard to a pair of loose wheels, I claim that it is not fair for Mr. Lockwood to try to quote this in relation to wheels restrained from free action by the boxes, and driven by power rigidly attached to the same frame, said power also being conveyed to the wheels by the unyielding rods. If such "circumstances" do not "alter the case," then all science of mechanics fails. I have fully noted live locomotives at various points of the stroke, as well as studied the diagrams referred to by Mr. Lockwood, and do not, even by the most searching scrutiny, find any reason to change my belief, that a locomotive is as strong while the crank-pin is below the center, as it is when the pin is above the center. I have before stated, that in a locomotive wheel at work in drawing a train, the true fulcrum is the center of the wheel, the box with its superincumbent load and the tension of the train conveyed to it by the jaws, frame and draw bars, the weight, while the spokes form the lever to which we attach our power near the middle. This is done to avoid a long stroke, and it is also unnecessary to have a longer leverage, because the power attached is so strong that it will drive the machine without using the full length of the lever.

Now let me use Mr. Lockwood's diagrams, on page 269, May *Magazine*, for an illustration. As he has supposed the wheels four feet in diameter, we will adhere to that size in our illustration. Suppose also that we have an extra high rail to run on, and that by means of an extra casting, we have a crank-pin, the center of which is even with the tread of the wheel, or just two feet from the center. I have thus dropped even the one foot of leverage which Mr. Lockwood was generous enough to leave me, and given him one foot on top making it four feet to nothing. Now does Mr. Lockwood pretend to say that the locomotive would have no power on the bottom half of its stroke, and do all its work on the upper half? Again I have supposed my power applied at, what Mr. Lockwood claims is the fulcrum. This is an utter impossibility in levers, for they must, and do have, three distinct points: weight, fulcrum and power, and neither of these can coincide with either of the others. As I have thus "come down" to his fulcrum with my lever, I hope for the sake of mechanical harmony, Mr. Lockwood will shift his fulcrum up higher where it will do some good. After he has thus shifted his fulcrum, he will also vacate his theory of "one strong and one weak point."

Mr. Lockwood has stated one good thing, and that is that we will not argue on the "Hammer-blow," but wait till it is weighed.

Some of my experience in rough riding was taken on "western river bottoms," but in this more favored—oh! excuse me--more settled country, I have failed to find such terrible "wee-wahing" and "nosing around," as is described by Mr. Lockwood. As a rule our locomotives do not behave so badly, except on rough tracks and in rounding curves, but when they strike a straight piece they settle right down to their work, without much wabble, and we make fair time on this road too, even if we have no "vestibule trains."

I suppose a locomotive jacked up could earn money too, if the belt was attached to, and driving machinery, just as much probably as she would on the rail.

Near the bottom of first column, page 533, Mr. Lockwood refers to one of my articles on page 395, July *Magazine*, which is evidently a misapprehension, not warranted by the language I used. I did not say "that the fulcrum is the distance the pin is from the center of its axle," and do not see how a man so acute as Mr. Lockwood, can put such a construction on the passage which I reproduce as far as neccessary to make sense.

"The leverage is alike in both places, and is not the distance the pin is from the ground, but the distance the pin is from the center of its axle, which forms the fulcrum of the lever." It would appear that the above sentence relates to *leverage* and after stating that it is alike, it states what it not, but that it is the distance the pin is from the center of the axle, which? what? why THE CENTER OF THE AXLE FORMS THE FULCRUM OF THE LEVER. I am sorry that I have given Mr. Lockwood occasion to stumble over this sentence.

As the rest of Mr. Lockwood's article is devoted to the hammer-blow, I will skip over that and come to the closing paragraph, where he asks me to give my real name. In answer let me assure Mr. Lockwood, that I met him in Philadelphia, that I there, in company with some others, performed what Mr. Lockwood was pleased to call a great service to him and his clients, that I conceived a high opinion of his ability and courtesy, that I have since written to him with request on envelope that letter be returned if not delivered, that as the letter did not return I suppose it was delivered, but that I never received a reply and supposed Mr. Lockwood did not desire to cultivate a further acquaintance.

"Poly ——" gives us some experiments in regard to heat of steam, which are fully corroborated by tables on that subject. His answer to "Noname's" query, about air pump coincides with my answer to same query, as does his answer in regard to injector pipes. It seems that "Poly ——" thinks that it is necessary to do more than to exhaust the air to make the water rise in a pump thirty feet. It is not necessary to do more than to create a vacuum, in order to raise water that high, and the illustration on

Digitized by Google

the brake used by "Poly ——," ought to convince him of this without more argument.

The "*" papers ought to show "Dock" that some one is thinking about combustion as regarded from the fireman's standpoint. If Mr. Rauch can give us some points on it I will second "Dock's" appeal. As "Dock" has about the same ideas in regard to the pump query, proposed by "Vacuum," we may consider that subject as nearly settled.

"Cotton Wood" comes to the front, and although "Wood," it is evident he is not a "block-head," as shown by the answers to "Poly" and E. P. B., which are certainly neatly given and beyond doubt correct. His queries are somewhat akin to each other. A locomotive commences to slip when hooked back, and in quick motion; as she then has only a small quantity of steam she gets rid of it without much back pressure, but when the cylinder is filled full of unexpanded steam, it takes a longer time to get rid of it, and reduces the effective power just that much, and decreases the speed till it reaches a point, at which the wheel can again catch its hold on the rail. Nearly the same train of reasoning will show you, that it you begin the ascent of a hill, at the slow speed necessitated by full stroke, you will be likely to stick, for this reason, as well as the fact, that most locomotives will not make steam enough to fill the cylinders at full stroke, for any length of time, or else the pump will not throw water enough to keep up your water-level, and the second pump will be more than she will keep up steam on.

"Vacuum" again puts me in mind of some remarks I was about to make in regard to those draw-bar pictures. While 5,400 miles is rather a short mileage to show so much wear, that point did not strike me as strongly as another one, which we notice here, in our every day practice. We find that while all draw-bars wear a little, that the shorter bars wear the pin and the hole far more rapidly than the longer bars. We have some where the holes are not much over a foot apart, and others as long as four feet. The wear on the short one is more than ten times as great, and while lost motion has to be taken up on the short ones once a month, once a year suffices on the long bars. This would go to show that it is not the direct pull which wears the pins, but the oscillation of the tank, going over rough spots and around curves. Of course the longer the bar the less the motion would be at the pins, and the less the wear, and such is the fact.

"Vacuum" says turning down an eccentric will decrease the travel of the valve. In this we differ, as no amount of turning if turned off all around alike, will change the difference between the center of the shaft to which an eccentric may be keyed, and the center of the eccentric, for this difference in these centers is what makes the throw. *Vulcan.*

MR. EDITOR:—Having just received the September *Magazine*, I will at once take up my pencil and thank the correspondents for replying and making very clear to me the question concerning worn eccentrics, though I believe "Vulcan's" explanation the best, and would refer "Vacuum" to "Vulcan's" August letter concerning this point.

In reply to "Cottonwood's" question regarding an engine slipping more and longer when cut back, or hooked up, I would say that in both cases it is due to the volume and pressure accumulated in steam pipes and chests, beyond the control of the throttle-valve. Hence, pressure starts the drivers slipping and volume keeps them moving, and so far as sticking on a grade, the farther down the lever is, the more power you will receive, provided you retain the boiler pressure, and do not slip the drivers.

I will state for the benefit of "Tallow-pot" that there is a locomotive in this section whose left-hand engine is quartered in the lead. Also that when a locomotive is disconnected and valve set blind on one side, you have already reduced the vacuum one-half, and from the compression in the cylinder, due to the lap of the sliding valve on the moving side, said valve is caused to leave its seat and thus destroy, possibly, all vacuum in its chest; hence, the oil flows in, from gravity only.

A few days ago, while laying on a siding, I thought I would go over and look into the engine and boiler room of a flour mill; I found everything in pretty good order. with seventy-five pounds of steam registered on the guage; glancing down from the gauge I noticed that the pipe connecting it to the boiler was straight; I spoke to the engineer and told him of an experience I once had where I was called to tell why one engine had so much more power than the other, both being made from the same patterns, and working under one hundred pounds pressure, the only difference being in the steam gauge connections. One had a coil of pipe, or (pig tail) between gauge and boiler, while the other was straight like his. Now, under these circumstances the gauge with the coil registered correctly and the safety valve raised at one hundred pounds with its weight out a certain distance on the lever, which was theoretically correct; while in the other case with same manufacture of safety valve setting, and gauge, it would indicate one hundred and thirty pounds. By experimenting, I found that at an actual pressure of eighty pounds, this gauge would indicate ninety-five pounds, and at ninety pounds would indicate one hundred and fifteen pounds and so on, due to the increase

Digitized by Google

of temperature of steam coming in direct contact with the spring of the gauge, and from the fact that these gauges are calibrated under a certain temperature, it is evident that they must be worked under similar conditions. If a correct reading is desired, and to accomplish it as nearly as possible, we must always prevent steam from getting into a gauge. The engineer then told me that he thought from the experience he had had with other plants that his engine was not doing what she ought to do with that amount of pressure.

The paragraph in my last letter is an error, regarding the power of a diaphragm of a vacuum brake. The proper dimensions are 20¾ inches in diameter, with a ten-inch cast iron piston head with rubber and canvass diaphragm. Am I right in estimating its capacity at 4,500 pounds under a vacuum of twenty-eight inches? *Poly* ——.

PHILADELPHIA, August 11, 1887.

MR. EDITOR: At the time of the investigation of the Bussey Bridge disaster near Boston, the following Associated Press dispatch was sent broadcast over the country.

The same has recently been used in another matter and I deem it but justice to myself and to the *Locomotive Firemen's Magazine* to ask you to publish this in the *Mechanical Department:*

"The hammer blow of the loaded driving wheels of a locomotive when running one mile per minute, according to the testimony of Mr. William E. Lockwood, of Philadelphia, as given before the commissioners appointed to investigate the cause of the recent bridge disaster at Roslindale, Mass., is equivalent to eighteen tons."

Will you please correct this in two particulars: First, there were no special "commissioners appointed to investigate the cause of the recent bridge disaster." It was the regular Massachusetts Railway Commission —Messrs. Crocker, Kingsley and Stephens.

On the 23d of February I was referred by Governor Ames to them to give certain data, which I had prepared at the request of several railroad men, entitled "Authorities on the Hammer Blow of a Locomotive's Driving Wheels." See June *Magazine*, pages 339 and 342, relating to the cause of the Vermont accident at White River Junction. Between that date and the 26th, I saw most of the railway Presidents of Boston or their representatives upon this same subject, leaving a copy of the above with each. In the absence of President Whitney, of the Boston & Providence, I saw Mr. A. A. Folsom, superintendent of that road, and referring to the authorities which I had prepared I predicted that sooner or later, from the causes stated, there would occur similar accidents. On the morning of the 14th of March the Bussy bridge accident took place. Conferring again with Governor Ames in relation to the cause of this accident, he referred me to the Massachusets Railway Commission as the "only body having authority to act." Communicating with them, they requested me to be present on the 18th to testify or make a statement in relation to the cause of that accident. After three hours' examination on the evening of that day they finally decided that I should read an article which had been some time prepared for the *Locomotive Firemen's Magazine*, entitled "The Hammer Blows of Locomotives' Driving Wheels; How, When and Where Struck." See May *Magazine* pages 269 to 272.

While I believe fully that such a blow is struck, yet I do not wish to be considered as an authority for the figures given of the magnitude of that blow, but I prefer to establish it by others whose reputation and standing in the profession will scarcely be questioned. See June *Magazine*, pages 339 and 342.

I will feel obliged if you will correct the statements heretofore made in these particulars that I may not appear to be sailing under false colors. Truly yours,

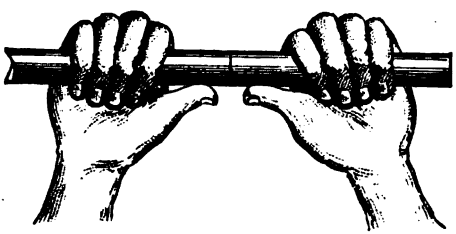
William E. Lockwood.

MINNEAPOLIS, MINN., Sept. 3, 1887.

MR. EDITOR:—I send you a diagram of a handy tool around an engine.



Get a piece of Stubb's cast-steel wire about eight inches long and ⅛ inch in diameter. Heat one end, flatten to a sharp point, which is then turned down to form a right angle; after carefully filing the point sharp, heat it a cherry red and plunge it into cold water in which some salt has been added. Sharpen the other end and fasten it in a file-handle and you have got a good water-glass cutter.



When you find a water-glass that is too long, insert the cutter into the tube where you want to cut it off, make a slight scratch all around the inside of the tube. Put your thumbs on each side of the scratch and gently bend the glass and it will break off square. *F. X. H.*

Digitized by Google

MANHATTAN RAILWAY COMPANY,
NEW YORK, September 3, 1887.

MR. EDITOR:—Henry Clay, the great statesman, once told this story: In his younger days he was stumping Kentucky for an office in the gift of the people. Kentucky in those days was noted for the skill of her men with the rifle. One day Mr. Clay was about to address an open-air meeting of citizens, many of whom were pretty well up in Bourbon. An old hunter present insisted that the "young feller" should give a specimen of his shooting before he spoke; and handing Clay his rifle, pointed out a mark for him to shoot at. Now, Clay was one of the finest pistol shots of the time, but knew but little of rifle practice, but he knew it would not do to back down, so he took the gun and tossing it to his shoulder fired, and made a dead center shot; the crowd yelled with delight at the shot, and wanted more of it, but Clay said, "when some of you beat that, I'll shoot again!"

My idea in writing for the Firemen's *Magazine* is, so far as I am able, to amuse, interest and instruct its readers. I do not want anything I say to be taken for granted, but want the boys to figure on it themselves and find out whether or not it is so. If I make errors, pitch right in and show them up; this will bring out other writers and make the *Magazine* more interesting, if possible, than it is. Were I to undertake to sustain, or argue on, every position I take, unless it were shown to be wrong, and then I'd admit it, one subject would run through the journal, to the exclusion of all others for all time.

"Amboy Division's" problem of the miles run by the engineer is a "mathematical paradox," and the difference in distances run is due to the difference in the ratio of miles and minutes. If four and two minutes are taken as a basis and handled in same manner the difference in distances will be greater.

One of the "Elevated Boys" asks what books I would recommend to them to study, I would say if the authors of works written for the benefit of engineers and firemen have not enough business tact to advertise them in the two journals, and pay for it, I do not propose to do it for them in any writings of mine. Everything you see in print or hear talked of, if it pertains to your business, is worthy of your study and attention. Take a lesson from the *bee*, which gathers honey from *all* flowers.

The General Manager of the L. roads, Col. F. K. Hain, is having a model built for use of the firemen in their Lodge room. I have one in my office from which much can be learned, and I say right here that it is one of my duties, and will certainly be a pleasure, to show this to any or all who may desire it and explain its details to the best of my ability, and they may come just when it suits them best—*day* or *night*.

The day is coming—and coming fast, too, when the use of "intoxicants" will have to be dropped by railroad men. The public will demand such legislation as will compel companies to discharge any of their employees who use liquors as a habit, and there will be a mighty fine line drawn on the subject. At present a man will present himself totally unfitted by rum, for duty, and will be sent home by the official on duty and reported to the head of his department who will take him off. A dozen men will come forward in the delinquent's behalf and say "he wasn't drunk," "might have had a drink or two, but he wasn't drunk." Who can tell when a man is drunk? *Certainly not the man himself.* Companies won't wait to see whether a man lies down and feels upwards for the ground, or unbuttons his shirt collar to put on his socks, before they decide the question.

I do not want to get off a homily on temperance, or rather, teetotalism. I think all matter was created for man's benefit, and that whisky or beer are all right, when properly mixed, but they are not good when mixed with railroad business, and the public won't have it.

Every sour is said to have its complementary sweet, and every tale points to a moral. These thoughts are brought about by the late strike on the Brooklyn Elevated railroad, and its failure. Let us learn to *go slow*, especially in listening to agitation and its authors. When a man begins to tell us how hard we are worked, how badly we are treated, how much we are underpaid, etc., let each of us hold counsel with himself and try to find out why we did not discover these things ourselves; why we were so stupid as to suffer all the wrongs we are told of and never find it out. If we do not come to a satisfactory conclusion, then let us look up the past record of our friendly (?) adviser, and try to learn how it is that he is so much clearer-headed than ourselves. Let us call in the fable of the fox who thought tails were very bad for foxes, and ask him to show his tail. Let us look up his record and see what it is, or has been; how square he is, or has been, in his dealings with his fellows, how his family is treated, whether his earnings are applied to pay his wife for her share in keeping the family comfortable, whether his just debts are paid, or whether his wages go to other points that are not to his credit, and judge from what our inquiries give us, whether he is a fit man to do our thinking. In short let each man do his own thinking, rather than blindly follow the "say-so" of others. Were this done many men who are now idle would be at their work and satisfied. The curse of the working man is the fellow who aspires to be

Digitized by Google

a leader, and the sooner he is set down upon the better for all. I have no doubt this language will strike some unfavorably, but don't condemn it until you have thought it well over. *E. J. Rauch.*

NASHVILLE, TENN., September 8, 1887.

MR. EDITOR:—The question of Mr. E. J. Rauch as to whether pump or injector would work drawing water from an air tight tank was illustrated to me one cold night last winter when our monitor would, from some unknown reason, (but supposed to be dirt in the strainer) break frequently. The cause was discovered when I went back to take water. A thin scale of ice had made an air tight joint between lid and water hole, and the injector had finally created a vacuum in the tank which it could not overcome.

How much must the pressure in train pipe be reduced to open the port wide between auxiliary reservoir, and brake cylinder, and how much to cause the piston to move down until it touches the graduating spring in triple valve, is a question from "Poly—"and is one that I think will be rather difficult to answer arbitrarily, as so many pounds pressure, for this reason: It is possible by a very slight reduction of pressure in train pipe (say 5 lbs.) to cause the piston in triple valve to move down until it touches the graduating spring, and in doing this a small feed hole in slide valve is brought in direct communication with the opening which leads to brake cylinder, and were you to gradually, and very slowly allow the air to escape from train pipe, it would prevent an excess of pressure accumulating above the piston sufficiently strong to compress the graduating spring at all, and the air in the auxiliary reservoir would gradually feed through the small hole in slide valve until the pressure in brake cylinder and auxiliary reservoir would become equalized; you would then find your gauge showed no pressure, neither had the piston compressed the graduating spring; but had you reduced the pressure *suddenly* (say 10 lbs.), and the cleanliness of the triple valve is an important factor in determining the amount, the piston and valve would move down and compress the graduating spring sufficiently to give an open port between auxiliary reservoir and brake cylinder, but if the release of air is stopped at that point the piston will stay down, and the port remain open, only until the pressure in top of triple valve becomes reduced, by its expansion into the brake cylinder, to equal that in the train pipe, when the graduating spring having no longer the excess of pressure above to contend with, will force the piston up, at the same time cause the slide valve to close the port, and seating a small valve over the feed hole in slide valve, will retain the pressure in brake cylinder until a pressure in excess of that above the piston is admitted to train pipe, when the piston will move up, and placing the cavity of slide valve so as to open communication between brake cylinder, and the outer air, release the brake.

I would like to know what is the cause of an air pump striking and thumping and the remedy—also in which cylinder does an air-pump cushion? *E. P. B.*

ELLIS, KAN., July 18, 1887.

MR. EDITOR:—I do not think "East Line's" question a clear one, because, if you place a pair of drivers on the rail with one pin on the bottom quarter and attach a rope to the pin and pull the rope that wheel will move toward you, while the one on the other rail will remain stationary or nearly so, but take a pair with the pins so placed that they would both be on the bottom quarter at the same time, attach a rope to each pin, let the pull on each rope be equal, then the pins would move toward you till a line drawn from the center of the wheels to the center of the ropes at the ends, would pass a little above the center of the pin.

If the wheels were raised clear of the rail the line would pass through the center of pin but the friction of the wheels sliding on the rail would deflect the pins slightly. I think the wheels would commence moving toward you at once, and would not at any time be farther from you than when you first pulled the ropes.

Poly: The travel of a valve is twice the distance from the center of the eccentric to the center of the axle on which it is placed, consequently turning off ¼ in. all round would not affect the throw or travel of the valve. It would only weaken the eccentric.

Will some one answer this question:

Suppose there was a link-shaped slot in the upper end of the rocker-arm into which a link-block was fitted and the valve-stem attached to link-block, and have it so arranged that the engineer could lower or raise the block at will, thus in effect shortening the upper end of the rocker-arm, would it have the same effect as "hooking up" the reverse lever when the engine was working? *R. Ockerarm.*

MINNEAPOLIS, MINN., Aug. 8, 1887.

MR. EDITOR:—I see that "Noname" wants to know if a Westinghouse air pump will pump 130 or 140 pounds of air pressure with 120 pounds of steam. It cannot be done with a pump as now built. I don't think that the average pump will pump over 100 pounds pressure with 120 pounds of steam, on account of loss of pressure where steam travels through small and bent pipes, also friction and leakage. If it is neces-

Digitized by Google

sary to pump air to that pressure with the stated steam pressure, it can be done by enlarging the steam cylinder of the pump enough over the air cylinder to do the work.

In answer to "Amboy Division," I will say that his engineer did not run fast enough or long enough the second day. The first day he ran thirty minutes at the rate of one mile in two minutes, making fifteen miles; and thirty minutes at the rate of one mile in three minutes, making ten miles, or twenty-five miles in all.

The second day he ran sixty minutes at the rate of one mile in two and one-half minutes, making twenty-four miles. In order to make twenty-five miles he must run sixty-two and one-half minutes or run faster. The first day he made an average of one mile in 2 2-5 minutes and the second day in 2½ minutes. Our friend in Camden made a mistake in his calculations.

F. X. H.

GALVESTON, TEX., Aug. 31, 1887.

MR. EDITOR: I have with interest followed the various discussions in these columns and am at last constrained to contribute my mite, hoping some who seek light may see a glimmer in my article.

In this month's issue, page 466, "Ben Zeen" asks, "Does the cross head move?" It does move but only one way, the direction in which the engine is running, this can be demonstrated very easily by hanging a stick on the cross head so that it will drag on the ties it will always move forward, whereas if the cross head moved back it must catch on the ties and be broken by the backward strain.

"Noname" asks, "is it possible to pump more pressure on a Westinghouse air guage than the steam pressure?" It is possible, but very seldom seen. There is an engineer here on the I. & G. N. who informed me the other night that he had an engine just new out of the shop, the air pump and all in perfect order and with eighty pounds of steam pumped eighty-five pounds of air, so it seems possible.

In answer to "Budd," I will say that the engine disconnected on left side with crank at bottom quarter and reverse lever in back motion will move in opposite direction from the drivers with rope attachment. The reason is very simple, it is only leverage, with the rope and bare drivers your fulcrum is the point of contact between the wheel and rail, while the center of axle is the fulcrum when the drivers are under an engine which just reverses the conditions.

Some of the brothers seem to be bothered about the question as to whether one part of the wheel travels faster than another. I say yes, but Mr. Lockwood in July *Magazine* is in error or made a mistake unintentionally—he says "the top of the wheel traveling twice as fast as the bottom, the bottom at rest." Therein he is wrong for according to one "Ray," a very eminent personage, twice nothing equals nothing, the truth is the bottom of the wheel is at rest the *centre* equalling the speed attained and the *top* of wheel twice the speed. Here is the demonstration: The speed of rotation imparts speed of translation to a locomotive, hence as the *absolute centre* must be in harmony with the body of the engine it travels only forward, has only speed of translation while the top of the wheel is the maximum of rotation coming up from the rail then downward and forward until on a horizontal with the centre of axle when it goes *backward* toward point of contact with rail, thus we have it center speed of translation say thirty miles per hour top, translation plus rotation, rotation and translation being equal, equals sixty miles per hour, bottom, translation thirty, minus rotation thirty, equals nothing.

Yours fraternally,

Eccentric Strap.

RAWLINS, WYO., August 24, 1887.

MR. EDITOR:—In the August *Magazine*, "Amboy Division" tells of an attachment invented by a Jersey genius to assist an engine in ascending a heavy grade. He pivots one end of a stout rod to the cross-head, the other end of the rod being pointed, drags on the track, and is designed to engage with the ties when the cross-head is moving backward, thus pushing the engine up the grade."

"Amboy Division" asks the judgment of the "boys" on the plan.

The only assistance it could render would be to prevent the wheel slipping while the cross-head was making the so-called backward stroke, as the cross-head never moves backward when the locomotive is going forward, unless the drivers slip on the rails.

Draw-Head.

LITTLE FALLS, July 10th, 1887.

MR. EDITOR:—In answer to "Poly's" question as to what will be the effect on the throw (of eccentrics, I suppose he means) and the travel of the valves, by reducing the diameter of the eccentrics, I would like to say:

I do not think there would be any change in the throw of the eccentrics or the travel of the valve, because the throw of the eccentric is the distance between the center of axle or shaft and center of eccentric, therefore, it would seem to me that by reducing the eccentric ⅛ inch you would only need to lengthen the eccentric rod 1-16 of an inch to have the same throw to the eccentric and the same travel to the valve.

A. G. P. S.

Digitized by Google

Magnetism in Watches.

MR EDITOR:—At this time, when so much is being said and written on electricity, and its kindred force magnetism, it may not be out of place for railroad men to devote a little time to the consideration of a subject involving the safety of their lives and limbs and the property in their care. We therefore have made some extracts from a paper, recently read before the Electric Club by Lieut. F. W. Tappan, U. S. N.

A time-piece for the determination of a ship's longitude was unknown at the beginning of the eighteenth century; ships went to sea with the most primitive means for laying their course to distant ports, sailing by day and furling their sails by night, lest they might strike some unknown shore. Sea voyages were long, tedious and extremely perilous. In consequence, the maritime nations, and England especially, keenly felt the want of an instrument or time-piece for the determination of the longitude at sea. In the year 1714, during the reign of Queen Anne, the English Parliament passed an act constituting a Board of Longitude, with certain powers. This board found it expedient to offer three prizes of £10,000, £15,000, and £20,000 for the production of a goodtime-keeper, which would be the means of enabling mariners to find the longitude at sea within 60, 40, and 30 miles respectively. For 14 years the offer remained fruitless, when one John Harrison, a self made man from Yorkshire, presented himself, with the offer to solve the problem; he had experimented on pendulums and invented the gridiron compensation.

His experiments on the effects of temperature on various metals suggested to him the principle of compensation to watches, in order to counterbalance the variation in rate by the expansion and contraction of the balance spring in heat and cold.

Harrison's compensation was effected by a laminated piece fixed to the plate at one end, and at the other a carrying curb or regulator pin, between which the spring acted, and and it was by the movement of these pins, to and from the stud, into which the terminal end of the spring was pinned, lengthening or shortening the acting portion of the spring, that the watch was regulated; this curb acting in the same manner as a watch regulator is moved by hand.

But, notwithstanding Harrison's suggestion that the compensation should be affected by the balance, the honor of constructing the first compensation balance is acknowledged to belong to Julien Le Roy, the famous French watchmaker.

Harrison, having satisfied himself of the satisfactory performance of his time-piece, by trials on board a barge, proceeded in one of the Government vessels to Lisbon. On this voyage he was able to correct the reckoning to within one degree and thirty minutes, and the Board of Longitude granted him five hundred pounds, to enable him to improve his time-keeper.

After laborious exertions he was enabled to ascertain the longitude to within ten miles, or twenty miles less than the distance required by the Board of Longitude—but he did not obtain the full amount of the prize, set upon his accomplishment, till the year 1757, nine years before his death. Harrison was a man of extraordinary genius and perseverance, as he had a great many disappointments to encounter, and the present perfection of the ship's chronometer is greatly due to his exertions.

From this time forward to the present day unremitting exertions have been made to perfect the chronometer; both the English and French Governments having encouraged, by rewards, the improvement of the instrument. For a number of years the English Government has paid premiums of three, two and one hundred pounds yearly for the three best chronometers sent to Greenwich for competitive trial, knowing that there remained serious defects to be eliminated. But, as it was finally demonstrated that these premiums bore no fruit, they were withdrawn, and a government purchase is the only stimulus given to individual effort, beside the privilege, that the fortunate vender may assume the title of "Makers to the Admiralty."

The defects still existing in our time-pieces of precision appertain mainly to the adjustment for temperature and to such errors as are produced by the tendency of the metals, used in construction of certain important parts, to influences which cannot be controlled. Harrison found that the adjustments for changes of temperature ought not to be made by a device acting on that part of the machine which was the principal cause of the error, namely, the balance spring, as such adjustments totally destroyed its isochronous properties, which were already unavoidably impaired by the balance spring losing its elasticity in changes of temperature. This adjusment had to be made on the balance, by causing its lamina, free at one end, to move to and from the center. By this means the momentum of the balance was changed in a direction, to counteract the evil effects of the change of temperature on the length and elasticity of the spring balance pin. But all corrections attained have failed to accomplish all that was needed.

Astronomers, scientists and men of the greatest mechanical genius have grappled with the problem and report no progress, except the conclusion reached, that the employment of steel and brass in the manufacture of the spring is not desirable, moreover, failing as it does to meet the causes of disturbances, which cannot be controlled.

One of the most prominent of these uncontrollable causes of disturbance is magnetism. Until within a few years the only errors sought to be eliminated were those principally due to the changes of temperature. But a new problem has now presented itself, and that is, to meet the evil effects of magnetism.

Magnetism meets us at every step, because steel and iron have entered largely into the processes of construction and manufacture. Ships built of iron must not only be strongly magnetic, because of the vast quantities of this metal, which is subjected to the action of terrestrial induction, but that by reason of the hammering of hundreds of thousands of rivets as well as from the bending of plates and bars, during the progress of construction, there must be an extremely high development of permanent magnetism. Each iron ship must have a special individuality of the magnetic distribution, depending essentially on the position of the keel and head, whilst building, such distribution having in each individual case a polar axis and equatorial plane conformable to those of the earth at the place where the ship is built. An iron ship may be looked upon as in itself a large permanent magnet.

Magnetism is a condition, and it is the natural condition of the molecular atoms composing iron and steel. This condition may be made more or less "intense" by causes; the balance wheel of the chronometer is "polarized" and is a good compass needle in itself, as you will see by floating it on water, and is as sensitive to polar conditions and surroundings as the compass needle; although it does not show it to the eye, because the main spring is driving it through these lines of polarity so rapidly; but it will show the result in its "rating." These variations in rating will show in every degree, from the fraction of a second up to the point of stopping, according to the strength of the magnetic force applied. The force of the influence exerted on a chronometer is exactly the same as on the compass needle. The same polarity which causes the needle to lurch one way or the other will have a corresponding effect on the chronometer balance, and a consequent change in "rate," or irregular time.

The chances of injury to chronometers and to watches especially, by magnetism, have been greatly multiplied by the development of the dynamo and its extensive application to electric lighting and other purposes; so it is very common to find magnetized watches in the hands of persons having no connection whatever with electrical appliances. A watch readily becomes sufficiently magnetized to derange its action and render it entirely unreliable. If the regulating part of a chronometer or watch—that is to say, a balance, together with the hair spring—should be badly affected by magnetism,

Digitized by Google

which happens very often, it is clear that the time-piece will suffer more or less, according to the fineness of construction and delicacy of adjustment.

By the foregoing remarks and by some subsequent references emphasizing the high and growing importance of possessing portable machines for accurate time-keeping, and the difficulty of attaining them, I desire to acquaint the members of the club with what Mr. Paillard, a celebrated adjuster of Geneva, Switzerland, has really accomplished, and to show how far Mr. Paillard's efforts have contributed in eliminating or reducing the errors enumerated; for if he has succeeded, and bulletins from the government observatory at Geneva would indicate that he had, then to him belongs the credit of having made a most decided improvement in our portable time-pieces, and rendering a great service to modern horology.

Various metals have been suggested to take the place of steel, but it seems to have been left to Mr. Paillard, after fourteen years of experiment, to finally succeed in discovering and producing, in an alloy of palladium, a metal which is uninfluenced by magnetism or corrosion, and still retains those properties necessary to obtain the finest adjustments for changes of temperature.

Balances and balance springs made of this alloy are of an expansive property, and a specific gravity slightly in excess of steel, but possessed of the very important qualification that it retains its elasticity in heat in a high degree, as verified in observatory trials in various countries, thus reducing one of the worst errors, inherent to a steel balance and spring, aside from its magnetic and oxydable properties, giving us a material which enables us to get a compensation approximating accuracy for a wider range of temperature.

Palladium is a metal of the platinum group, and was discovered by Woldston in 1803. Its specific gravity is 11.3, that of gold being 19, steel 7.7 and palladium alloy 8.5. It is more fusible than platinum and melts easily before the oxyhydrogen blowpipe at 2,810° Fahrenheit. In its pure state it is not so ductile as platinum.

In producing his balance Mr. Paillard used two different alloys of palladium having a differential expansive ratio in similarity to that of steel. In so doing he at the same time gave us a superior balance, for the two metals composing the lamina of his balance are congenial, both being made of a palladium alloy and being fusible under different degrees of heat, having the necessary hardness and other qualifications. Numerous searching tests with balances in connection with the palladium alloy springs have given the most flattering results, and we have in chronometers and watches containing these balances and springs superior time keepers uninfluenced by the hygrometric condition of the atmosphere or any spasmodical electrical condition of the same, and excelling all previous attainments with the steel and brass balance and steel balance spring.

This question of magnetism and the necessity for protection of chronometers and watches against magnetic influences has called forth inventions of machines and devices for demagnetizing time-pieces that had become affected; also a sort of soft iron shield or armor for enveloping the watch movement, as a defense or preventive against magnetic influences. These are mostly cures after harm has been done. There would be no need of these devices if those parts of the chronometers and watches which control the time-keeping qualities were made of metals absolutely unaffected by magnetism, and yet possessing the other necessary qualifications.

In the face of the certain fact, that electrical appliances shall become wider and wider in their range, and the aggressive tendency of electricity for lighting and as a motive power, both at sea and on shore, we must be prepared to meet its magnetic influence at every step in our industrial occupations. In the discovery of this alloy of palladium, a time-piece has been produced that is strictly non-magnetic and non-oxydable, and possessing those requisite and necessary qualities for fine and accurate adjustments to temperature and isochronism and will take rank among inventions of the highest order in horological science."

While Lieut. Tappan has pointed out the dangers arising from inaccurate time-pieces from his standpoint, as a mariner, it is equally applicable to railroaders, for the same, or even greater, danger from magnetism is to be found on the rail than on the sea. While on land we are surrounded by objects of various kinds, all possessing conducting qualities of various powers, according to the nature of their component parts, but perhaps there is no situation more favorable to the generation of magnetism than the locomotive grinding along upon the rail, particularly when said rail is steel, and has innumerable lines of wire charged with electricity running along parallel with it or crossing and re-crossing it at all kinds of angles. As has lately been demonstrated, it does not require actual contact in telegraphy and messages have been sent to and from trains in motion by the wires alongside. As this fact has thus been proven, it also becomes apparent that forces of which we have but little knowledge are constantly at work all about us, and as many of them are invisible it is a difficult matter to trace them, nevertheless we can see the effects of the subtle influences manifested from time to time, and it behooves us to be on our guard against their insidious approach. Magnetism—invisible, but powerful for good or for evil, as it is controlled or suffered to act unchecked—is capable of doing harm to us by destroying the reliability of our time-pieces, and a discovery, as above noted, which obviates all danger by using a metal not at all susceptible to its influences, is to be regarded as worthy of careful investigation.

EAST SAGINAW, Mich., Aug. 7, 1887.

MR. EDITOR:—I wish to thank "F. X. H." for his information about the Vacuum Gauge, and also to correct him in his answer to "Poly's" question. His says "it makes no difference how much an eccentric is reduced or enlarged in size, the travel of the valve would remain the same as long as the centres were not changed." "F. X. H." is right in saying that the throw of the eccentric would remain the same, but I cannot see why the travel of the valve would not be shortened when the straps were closed up to fit the smaller eccentric We will suppose an engine to be out on the travel of her valves, she does not exhaust right; we find the opening to her ports and mark them on valve stem and then with small tram mark the end of her travel, in both forward and back motion; we find by measuring this distance from the opening to the end of the travel that the valve travels, say, one-eighth of an inch farther ahead than it does back Now how do we go to work to remedy this? We don't go to the eccentric because it

Digitized by Google

would be no use. We shorten the go ahead eccentric rod one sixteenth of an inch, this pulls the valve back on its seat one-sixteenth of an inch and we gain one-sixteenth on the other end making the one-eighth. Now when we close up the strap on this one-eighth of an inch smaller eccentric what is the reason we don't pull the valve back on its seat a like distance? But as both straps are closed up alike we don't gain anything on the opposite end, merely losing one-eighth of an inch on each end, making the travel of the valve one-fourth of an inch shorter than it was. "Vulcan" says "the travel of the valve would not be affected" and then contradicts himself by saying "but of course the eccentric rods would have to be lengthened to keep the valve in its proper place on the seat." I would like to have "Vulcan" explain how the valve is thrown out of its proper place on the seat by shortening both eccentric rods alike, and also what is the use of lengthening the rods if "the travel of the valve is not affected."

Vacuum.

NEW YORK CITY, AUG. 28, 1885.

To the Editor of Firemen's Magazine:

DEAR SIRS:—I am much pleased with the Mechanical Department of the *Magazine;* to me it is very interesting and instructive. I especially like the articles contributed by "Vulcan" and Mr. Rauch, and sincerely hope these gentlemen will continue their good work. There are some questions I would like to ask. I have asked them of my engineer, but his answers have not been satisfactory, and I really think he does not know himself. The questions I would like to ask are these:

1. Why will a pin run hot while going one way and cold when going the other way?

2. How is it that the bottom of the guide wears most when going ahead and the top when backing up?

3. If a side rod breaks and it is taken off, s there any danger of breaking the other if the engine is pushed or towed; also, if the rod should break on a bridge or trestle, and the other could not be got at very easily, and a stop long enough there to do this would cause a very great inconvenience and delay, would an engineer not be justified in getting pushed off even if it should do a little more damage?

To anyone who will give me little light on these subjects I shall be greatly obliged.

Another Elevated Fireman.

MR. EDITOR:—An advance copy of the *Magazine* for September is received this day. In reply to "*Vacuum,*" page 539 therein, I will say my measurements were taken from the statements made by a committee of the Franklin Institute. A very careful measurement from pin No. 3, now in my possession, I find stamped in the head by steel figures, the number of the locomotive and her mileage, which is 5440 miles. The engine was not wedged between engine and tender to take up lost motion by wear of pin and coupling bar. By remeasurement I find:

Total length including head	8¾ inches.
Diameter body of pin	2 "
Distance from a head bearing to pulling bar	2 "
Bearing of pulling bar	2 "
Through least wear in pin	1 "
Through greatest wear in pin	1 "
Wear at the last named	1 "

On some roads I understand the rule to be that pins are upset three times a year. Will "Vacuum" tell us how many times they upset in the 60,000 miles. A "few times" is indefinite, and was his a passenger for high speed or a freight. If the first, and he wedged up, they, the passengers, must have gotten a corresponding shaking up.

William E. Lockwood.

ARGENTA, ARK., August 23, 1887.

Editor Magazine:

DEAR SIR:—One of the "crew" I was pulling sprung a problem on me which has got the best of me and I would like to hear from some of the boys that do switching.

The side-track at Dyer's is a spur track with the switch at the north end and will only hold eight (8) cars.

You come to Dyer's on a north bound train with eight (8) cars to set out, and there are eight cars there to go; the engine will only handle eight (8) cars—will some reader of our *Magazine* please tell me how to pick up the eight cars on the side-track and put the eight cars in the train on the side-track without "staking," making a "fly" or using a switch-rope?

F. H. Barrelle.

A Three Cylinder Locomotive.

Scientific American.

The Dunmore Iron and Steel Company, at Dunmore, Pa., has a small locomotive in use switching in its yards which is of a novel pattern. It is thus described by the superintendent of the works: "This little engine has three 8x12 in. steam cylinders four 33 in. driving wheels, two outside connecting and parallel rods, and one inside connecting rod. No balancing is needed in driving wheels. The engine has six exhausts to a revolution, and the effect on the fire is good. It is claimed that by setting the cranks at an angle of 120 degrees the slip is reduced to a minimum. This engine makes thirty miles an hour on a 40 feet grade easily, with a light load, and is considered a good machine by those who have run her. Its weight is about 12 tons."

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

CHAUTAUQUA, N. Y., August 27, 1887.

The summer is almost finished. Long before these lines are read the season will be ended and the long, hot days, which seemed as if they would never pass away, will be gone and nearly forgotten as we busy ourselves with preparations for the winter, which will be upon us before we can realize it. I have been among the fortunate ones who were able to "flee as a bird" to cool and delightful climes, a privilege fully appreciated although the enjoyment has been tempered with regret for those dear friends who were left behind in the dust and heat of the city. One, who always says exactly what he pleases, writes, "Hell hath no further terrors for me, I am fully acclimated." But now, by the newspapers, I know that the blessed rain has fallen and the refreshing breezes have brought sweet relief to those who have had to bear almost without cessation the terrible heat and drouth of the past three months; and the landscape here seems fairer and the climate lovelier, now that we feel those who could not come with us are happy and comfortable.

When the last letter was written I was at Bay View, Mich., one of the prettiest and coolest spots we found in all our travels. Not having seen the last *Magazine* I cannot remember anything that letter contained but will say we enjoyed a most delightful Assembly, rich with lectures, music and pleasant acquaintances, and visited a number of pretty watering places which abound in the northern lake regions of Michigan. One of the most interesting of these is the Island of Mackinac. It almost seems as if a regular western cyclone might blow it away as it rises, lonely and unprotected, where the great waters of the three largest lakes in the world rush together. But it is well ballasted. Upon the brow of a precipice, nearly two hundred feet above the blue waters, rise the white walls of Fort Mackinac, a hundred years old. Built originally by the English after the destruction of the old fort by the French and Indians in 1763, it soon came into possession of the United States. It was captured by the British troops in 1812 and later was again re-captured by the Americans. On the opposite side of the island are the ruins of Fort Holmes, from which may be obtained one of the grandest views on the face of the earth.

Between the two and in striking contrast, one representing war, the other peace, is the largest hotel in the north, accommodating one thousand guests. Lighted with electricity from dome to foundation, it blazes forth over the waste of waters at night making the light house appear like a candle in comparison. Scattered about the nine miles' circumference, like pillars to support the island, are huge masses of rock whose origin may not even be surmised by man. Rising up to a height of several hundred feet are Sugar Loaf Rock, Lover's Leap, Royal Arch and many other remarkable monuments of nature; and plunging down from its surface are the Cave of Skulls, the Devils' Kitchen and various other dark places with blood-curdling names. Every foot of ground has its history and suggests many a strange and romantic tale.

Ten days ago, drawn by an irresistible attraction, I came to Chautauqua. Never did the grand possibilities of the place impress me so strongly. Each year it increases in heighth and breadth and depth; new departments are formed, new features introduced; larger education attempted. The crowd of people grows greater each session, coming from the home, the school room, the workshop, the pulpit, from city and country, from all the United States, from Canada, England, Palestine, India, China, an endless procession. There is scarcely a branch of study one might wish to pursue, which may not be taken up here under direction of a distinguished specialist. One hundred and twenty thousand persons, in all the civilized nations taking the course of instruction in the Chautauqua Literary and Scientific Circle, and eight hundred graduates in line last week on Commencement Day! What a power for educating the masses and how grandly the masses are taking advantage of it!

As I write, the rain is falling softly on the leaves and from the Amphitheatre comes soaring up the music of thousands of voices singing the Gloria Patri, as the vast audience goes slowly out after listening to a soul-inspiring lecture by Henry Drummond, Professor of Geology in Edinburg University, Scotland. In a few moments the exquisite notes of a cornet solo come floating through the trees, followed by the beautiful songs of the renowned Schubert Quartette. To-night, if the rain cease, the Class of '87, with speeches and singing, will hold their vigil around the camp fire at the Hall in the Grove. And thus the days go by. They find one very tired at night but sleep comes easily here and the day's work has its reward. We do not mind fatigue when we can feel that something has been accomplished. It is the "toil without recompense" that brings utter weariness of spirit.

The nights and mornings are growing chilly, with that crisp, cool air that some-

Digitized by Google

how makes one think of home and a fire on the hearth, with the absent faces gathered round. The long boat rides, with the bracing air and the rippling waters, are losing their charm. The rambles in the woods bring a surprise when we find the green leaves turning red and golden. The consciousness comes upon us slowly, but it comes, that pastoral existence is not so full of pure delight as we imagined a month or two ago. We begin to experience some very agreeable recollections of city life. We suddenly become aware of numerous discomforts at the summer resort which entirely escaped our attention at first. The invisible chord which binds us to our own hearth-stone commences to tighten, and suddenly, some fine day, we pack our trunks and turn our faces homeward.

We have been dull of both sight and hearing if we have not learned many things during our vacation that will be useful in the months to come. We have seen much to imitate, much to avoid. We have come in contact with characters that will be an incentive and an inspiration to lift our lives up to a higher plane above the frailties and frivolties that beset us on every side. And we have met others in whom, like a mirror, we behold our own weaknesses and mistakes and, recognizing them, are filled with a resolve to have done with them forever. This is one of the great benefits to be derived from meeting new faces and new scenes. If we always remain in one place, knowing only our small circle of acquaintances and pursuing the same daily round, we must of necessity become narrow and limited in our ideas and actions. No amount of reading or study can give a man the broad and liberal views that are obtained from extended travel and experience with the different phases of life that present themselves. In a word, we learn, first, our own small importance in the great world of which we have so little comprehension; and second, our really great importance to the little world around us, to whose comfort and culture and happiness we may so largely contribute.

A LARGE number of very entertainiug letters have been received for the Woman's Department, all of which will appear as soon as space can be spared for them. We make no special comment upon any of the articles because all are so meritorious.

Our correspondents make frequent mention of the "waste basket." It seems proper to say that in the five years I have had the pleasure of editing this Department not more than five letters have been put in that basket and then only for the best of reasons. Our friends are all welcome and their contributions are highly appreciated.

OMAHA, NEB., June 20, 1887.

To Woman's Department:

What, with Irene, with her good advice to boys and girls—may they all take her advice; Evaline, dealing with husbands—a difficult task; Sue M. Miller and her city cousins—deliver me from such,—and the many others, I wonder at my admission into the sanctum, but since I am in, I feel like a fly in summer, I thank you, I don't care much about going out. I feel like saying many flattering things to the contributors of the Woman's Department, but I refrain as I think of a saying of our very original man, Josh Billings: "Flattery is like cologne—may be sniffed at, but not swallowed." I will admire them all the same, even if I say nothing. Let me thank you for the kind invitation to call again. Since I appeared before, I have been on a tour of pleasure and inspection over the division, fearing I would say too much in our boys' favor. Such is not my intention. Ah! far be it from me to defame any of their characters; now, after seeing, I am fully convinced that justice is all they received. I was afraid they might think they were angels, and you are aware, dear readers, that an angel would be as much out of place on an engine as a philosopher would be in propounding knowledge to the Apaches. Now, don't think I insinuate there is no salvation for you; what I mean is, your celestial robes would soon become tarnished, and you might be taken for angels of a different region. I will say this much for the firemen. Being no theologian, I am bashful in giving my opinion, but it's my firm belief if we are rewarded in the next world according to our work in this, I know the majority of the Brotherhood will occupy seats next the musicians. Another opinion I have formed lately. I must tell it, as you know a woman can't keep a secret—God help us! a terrible affliction, but let us bear it patiently enough. Being a lover of newspapers, I receive a great many, and very often I come across a piece giving great praise to the engineer. Now I know an engineer must write this, or the person who does is in the last stage of insanity. Any person who is inclined to give them praise, leave partiality in the street and step into an engine, keep your eyes open, and see who deserves the praise. Let us take the whole train,—say a freight. Once out of the yard, we come up at the hind end; here is the caboose, occupied by the conductor, sitting in a cushioned chair, his feet in a direct plane with his eyes, his reflection visible in his shoes, arrayed in the latest fashion, a self-satisfied air about him that says "I am monarch of all I survey;" a brakeman near by, viewing the scenery. Here we don't see that people hurt themselves, and we are inclined to think that we would not object to such a job. No time lost; here we are on the engine; here, on the right hand side, with his hand on the throttle and head out the window, is the engineer. We can't say the speed of the train is due to his exertions. Who is this specimen of humanity opposite? We know it is not the fireman, and tramps are not allowed there. He is known as the head brakeman, who knows it is much more comfortable where he is than pulling down coal for the fireman. Where is the fireman? We may safely say he is not idle. If you don't find him

Digitized by Google

in the tank shoveling coal, he is watching signals or fixing a fire. If you go fifty miles on the engine, you will see the fireman has not stood in an upright position five minutes in that time. Now, I know you will leave the engine convinced that you made a great mistake. Some one wrote to people who traveled (I think it was in the Philadelphia *News* I saw it) to "think of the strain on nerve and brain, and pray for the engineer." Take my advice; don't mind the engineer, he has plenty of time to think of himself, but give one kind thought for the fireman, and ask yourself where you would be if anything should happen him. Probably you do not know. I think I do. You would be on a side track some place, and would be very liable to stand there till the great trumpet would call you to cross the river—I don't mean the Missouri—before the majority of engineers would put one scoop of coal in to get you out of your difficulty. All we can say to people who praise engineers, let us follow the great example that was taught us, and with one accord say to the public: "Excuse them, for they know not what they say."

A fireman's wife,

A. B. C.

[This seems to be the proper place to say that the editor is not responsible for the opinions expressed by correspondents.—ED.]

AURORA, ILL., July 1, 1887.

To Woman's Department:

To-day I have just received the *Magazine* for July, and as has been the case for several months back, I have felt so interested in the perusal of its contents, that I have felt constrained to add my mite to some subsequent issue. But usually I have put it off until some more convenient time, and so the month would slip by until I was surprised to receive another *Magazine* and would realize that my intended letter had not been written. So this month I will not procrastinate, but write a little in response to Mrs. Harper's request that we "fire women" write something concerning household matters. It seems to me that she is right in asking that we do not fill our letters with praises of our "hubbies" (although I have come to the opinion, after three year's of experience and observation, that railroad men make the best husbands in the world), nor with reports of our Lodges, (that surely comes under the head of the Firemen's Department), but with helpful suggestions and stimulating inquiries concerning woman's work and woman's life.

But I do want to speak a word of praise for our *Magazine* and both its editors. Three years ago I first became a reader of its columns and I can truthfully say I think it has improved at least one hundred per cent. since then. In the *Magazine* proper the general tone of the articles is high and the Mechanical Department must be a fine stimulus to every thoughtful mind.

I have felt Mrs. Harper's desire to make the Woman's Department equally useful and it seems to me every one of us that has even one practical suggestion or good thought ought to send it to the *Magazine*.

I did think, several months ago, that I would write something about lunches, having had some little praise from my better half in that respect; but there have been lately some excellent letters on that subject, so I have concluded to speak of two handy contrivances that my husband and I made, which have been a great help to me and would be, I think, to any housekeeper.

One is a shoe and soiled clothes box for our bedroom. It is about fourteen inches square and also fourteen inches high, was got at the grocery. My husband made a lid for it and attached it with strong hinges to the box, and also put casters under the four corners. Then I padded the top and covered it with crazy work, (which was then the rage); the sides I covered plainly with dark, rich Canton flannel, putting a puff around the top, with a band feather stitched in yellow silk below it also supporting the cover with a band on each side, like a trunk strap. The inside was furnished with a bag on each side, the size of that side, after being gathered top and bottom. These were tacked closely to the box on the sides and bottom, the tops being shirred on rubber tape. These bags are so handy to slip soiled handkerchiefs, collars and cuffs into, to await the weekly wash, while they fit so closely to the sides of the box, that there is a large space left inside for shoes and slippers. More than this the box makes a handsome low seat for the tired housewife to sit upon while taking off or putting on her shoes, or if she is a mother, while dressing the little ones.

The other article is a foot stool, nice enough for one's parlor, upholstered with a Brussels top, and dark green flannel sides, put on with a shirr at the top and bottom, and finished with gimp. This is in reality a box, about seven inches high and eleven inches square, the cover lifting out like a steamer cover, in which may be kept a bit of crotchet work, sewing utensils, materials for stocking darning and the dozens of little things that a housekeeper needs to have handy, but which make a sitting-room look so mussy if left lying around, and which I do not like in my work-basket, preferring to keep that clear of everything except the sewing or mending on hand.

Trusting these suggestions may meet your approval, I remain yours sincerely,

Mary Ellen.

[We welcome our new contributor and hope she will come often with her excellent suggestions.—ED.]

CRESTLINE, O., July 25, 1888.

To Woman's Department:

Being a constant reader of your valuable *Magazine* for some time, and not seeing a word from Central Ohio Lodge, I thought I would make an attempt myself. Being a fireman's sister I think railroaders are the kind of boys, always ready to help a fallen brother, or help the orphan and widow. The Lodge is in good condition and can compare with any. The men are all sober and industrious, and that is something to boast of. I am always glad when "More Lunch Mary" writes, for a person can get new ways of filling that awful lunch pail. As this is the first I guess it is a plenty; if it does not reach the waste basket I may write again.

Fireman's Sister.

Digitized by Google

PLEA FOR TOO OFT-NEGLECTED RIGHTS.

To Woman's Department:

How seldom do we think what is due those who go forth each day upon the iron-horse to labor, risking their life, their all for those who are dependent upon them for support, of the many trials, the dangers, the temptations and the many inconveniences endured for the sake of the loved ones at home. And when faithfully endured how proud should the loved ones be of their heroes. For he who strides boldly forward in the path of right, where on either side a thousand avenues of wrong divide, is far more a hero than he that fights valiantly upon the battle-field and wins a victory. He is indeed a good general who knows how to conquer self. But do such men receive the love, the homage, the honor that is due them from their friends? If a man mechanically performs his work he should receive a negative reward or the same praise that would be accorded a well regulated machine, but when the labor is one conscientiously performed through a sense of right and duty stimulated by a love for those for whose sake it is done, then it deserves the tribute of affection. The ranks of the Brotherhood are full of such men.

Formerly, to have been a railway employe was to be shunned, ostracised from good society. Of course there were reasons for such a state of affairs. Railroad men were over-worked; there was no time given for self-improvement; as a consequence there was little self-respect and when one cannot command respect there is none bestowed upon him. They were often employed without regard to ability, or ability was left unrecognized. But progress, that progenitor of improvement, from various causes has worked a radical change and to-day there are as good men in the employ of railroads as are to be found in any other branch of labor. I do not mean to give an account of this progress or to tell how great it has been, since I do not appeal to railroad men so much as to the women who are interested in them. Are they alert, ready to exert their rights in every opportunity that presents itself for the improvement of these men? They don't often have to go outside of the home-life to do this, for it is there, under the home-roof, usually in the breast of the wife or mother, that the influences are at work that smooth or make rough the lives of the husband, the father and the sons.

Wives, if your husbands are upright, honest men, do you appreciate their goodness as you should? Is it the result of encouragement in giving them your hearty co-operation by patiently performing your part of the burdens and responsibilities that naturally devolve upon you? Mothers, do you look upon worthy sons and feel that they are your reward for having early instilled principles of right in their minds? I know there are many who do, yet there are many who do not. They are the ones who neglect their rights. Then there are the daughters and sisters. I wonder how many there are who realize what a field they have to work in? It is the easiest thing in the world to neglect a father or a brother, but it not only tells upon the neglected one, but it reflects upon the one who is guilty of the omission. Think, girls, what a protection is that of a good father or brother, enveloping you, as it were, in an atmosphere of safety. Try to make them good and at the same time be worthy of their protection.

But there is yet another class of women who, though not so directly interested as those already mentioned, surely ought to be interested at least in that portion of railroad men who are in turn interested in them—that is to say the sweethearts of the unmarried. Especially should sweethearts look well into the moral, social, and intellectual qualities of their lovers, since at some time they may take upon themselves the duties and responsibilities of wives. She who is careless of moral worth in her lover should not blame Providence when, through her own indiscretion, she is brought to suffer for having wedded an immoral partner.

How often we see bright, able women, who might otherwise fill a sphere of usefulness, succumb to the evil influence of a debased husband, or again when not yielding under such an influence, they are compelled to live a life of war, striving to overcome a perfect Niagara of difficulties, ofttimes sinking into the grave with not so much as a tear shed in remembrance of their noble sacrifices. Yet some one says, "It is not always as you say. Many a woman has been the means of lifting the feet of her husband from an evil path and placing them beside her own, to walk through life an exemplary pair." "Yes," I answer, there are such instances, "it is to be lamented there are not more, for where one reaps such crowning reward, many fail or fall by the way. None of us are assured of our strength. The one way to fit ourselves for such trials or to guard against them, is to keep our own characters irreproachable, never shirking the path of duty, standing firm for the right, and at the same time having charity for all, knowing full well it is human to err."

"Who knows its strength by trial, will know
What strength must be set against sin;
And how temptation is overcome,
He has learned, who has felt its power within.

"And who knows how a life at the last may show?
Why, look at the moon from where we stand!
Opaque, uneven, you say; yet it shines,
A luminous sphere, complete and grand!"

If all young women were as scrupulous in the selection of men whom they make their friends as they are required by polite society to be of their own characters and reputations, there would be at least one preventive of unhappy marriages. Good men do not marry immoral women, neither should good women marry immoral men. Either is productive of much evil. Respect to all men, but honor to an honorable man. Be brave, girls, don't be afraid to say "no" to one who is unworthy of you, even should you love him. Nine times out of ten unhappiness will result from an acceptance of such an offer. It is better to live an honorable old maid than sully a good character or give up a name in which you have a just pride to share one whose bearer will make your cheeks glow with shame. I would rather be the possessor of a good name, a homely face, a true but firm heart and a little wisdom, or still better, good understanding, than a pretty face, a dissolute husband, a breaking heart with no understanding to endure it. "Get wisdom," says the Book of books,

Digitized by Google

"but with all thy getting, get understanding." Appropriate to the subject are the words of that good man, Whittier:

"Never mind the ugly reflection which your glass may give you. That mirror has no heart. But quite another picture is yours on the retina of human sympathy. There the beauty of holiness, of purity, of that inward grace which passeth show, rests over it, softening and mellowing its features just as the calm moonlight melts those of a rough landscape into harmonious loveliness"

"Hold up your heads, girls!" I repeat after Primrose. Why should you not? Every mother's daughter of you can be beautiful. You can envelope yourself in an atmosphere of moral and intellectual beauty through which your otherwise plain faces will shine forth like those of angels.

No matter how superficial may seem a woman's influence it will have its weight. If your sphere is narrow, grow and widen it. Each grain of wheat that goes to help fill the great reservoirs that pour forth their store to feed the millions, adds its weight to the many that form this massive bulk from which so great a good is derived. It took industrious hands to till the soil and reap the harvest; the harvest according to the law of a wise Providence, benevolently sustains the laborer as he again goes forth to sow and reap the grain; and lo, when the harvest is again gathered it has multiplied an hundred fold. So let the wives, mothers, sisters, daughters and sweethearts of the Knights of the Rail wield our influence for their good, both at home and abroad, giving them our full approbation of the cause of the Brotherhod so long as it has for its motto—Protection, Charity, Industry and Sobriety. Perhaps it may yield an hundred times an hundred fold.

"What is true and just and honest,
What is lovely, what is pure,—
All of praise that hath admonished,
All of virtue, shall endure."

Beth Brierwood.

For Woman's Department:

TAKE THE SUNNY SIDE.

Let's oftener talk of noble deeds,
And rarer of the bad ones,
And sing about our happy days,
And not about the sad ones.
We are not made to fret and sigh,
And when grief sleeps to wake it,
Bright happiness is standing by;
This life is what we make it.

Let's find the sunny side of men
Or be believers in it;
A light there is in every soul
That takes the pains to win it.
Oh, there is slumbering good in all,
And we perchance may wake it.
Our hands contain the magic wand;
This life is what we make it.

Then here's to those whose loving hearts
Shed light and joy about them.
Thanks be to them for countless gems,
We ne'er had known without them.
Oh! this should be a happy world
To all who may partake it—
The fault's our own, if it is not—
This life is what we make it.

Mrs. Hattie Calkins.

HAWARDEN, IA., September 4, 1887.

TO MY MUCH ESTEEMED FRIEND, IRENE

No; I've not deserted the Firemen,
Nor have they deserted me;
For among the men who shovel coal,
There are true as true can be,
And for their little *Magazine*,
I wielded long my pen;
And long as I live will I warmly esteem
These jolly Firemen.

But I saw their journal was well equipped,
And my Brakeys were struggling along;
So I thought I would give them a little help:
Once awhile a cheering song,
My efforts were welcomed by one and all,
They bound me by friendship's chain;
And daily some brakeman does forge a link
That with them I may remain.

There are writers more gifted by far than I
Who write for the *Magazine*.
There is "Pansy" and "Wife of Barnabas,"
A. B. Miller and dear Irene;
So many more too, that I am not missed,
But it pleases me all the same,
To find that the Firemen's organ
Has gained such a heighth of fame.

For I dearly loved that little book,
And have laid awake many a night,
Trying to find some subject new
That would give the boys delight,
But as I said—those Brakey boys
Have bound me by friendship's chain
And each day some new link so strong they forge,
That with them I may remain.

Could I number the hairs that are on my head,
Or the sands of the glittering sea,
I think in number those brakemen's thanks
Would really far greater be,
And though they now on a pinnacle stand,
Their future there's none can fear;
In their journal they say there's a space for me
Thro' every coming year.

I have many dear friends at the old Post Lodge,
They have named it the "Tried and True,"
And every day some member calls,
Still loyal to me and to you,
And I love them still, those noble hearts
Are as true and pure as gold;
Tho' the brakemen's chain around me is thrown,
The firemen are my friends as of old.

Then hurrah for their officers—noble men:
There's naught can hurt their name,
Tho' the enemy's arrow at those may be hurled,
They leave no scar, all the same;
Their actions are long ago well known,
Their principles sound and grand,
Find an echo in every Fireman's heart,
Thro' the length and breadth of our land.

Should I write much more in such a strain,
My brakemen would jealous be,
But I wish success to the *Magazine*,
Tho' it has no letters from me.
For the *Brakemen's Journal* I wield my pen;
Those boys are still forging a chain
That binds me closely to one and all,
So at present with them I'll remain.

MRS. HENRY B. JONES,
Editress of Brakemen's Journal.

WASHINGTON, IND.

[Mrs. Editress: Please exchange.—ED.]

GALION, OHIO, July 10, 1887.

To Woman's Department.

To Lodges 104, Old Kentuck; 269, Cincinnati, O., who so kindly invited us to participate, June 25th, in their annual reunion on Price's Hill, we, the ladies of B. L. F. of Galion, O., wish to tender our heartfelt thanks. Words are powerless to express our full appreciation of the friendship, hospitality and gentlemanly kindness manifested toward us by these noble Orders, and we sincerely trust their future may continue as cheerful as the day we had the honor of enjoying their courteous treatment.

One of the Ladies who was There.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

OCTOBER, 1887.

MINNEAPOLIS, MINN., September 5, 1887.

Editor Locomotive Firemen's Magazine:

I am always on the lookout for our little book, when it does not come in on time I find myself saying things that I wouldn't care to have Mrs. —— and the babies hear. But most always it arrives on schedule time, and I make it my business to look through its pages. I don't pretend to much scholarship, and in that way don't put on any style, but in knocking about over the country I have had a chance to pick up considerable information of men and such affairs as interest workingmen generally. I read a good deal, and the more I read the more I am in love with books and papers. I read the *Journal*, published by the B. of L. E. and the *Magazine*, published by the B. of R. B., and the one published by the Conductors, and as often as I can find them, I read other papers published for railroad men. I am most interested in the *Firemen's Magazine*, and I sometimes compare it with other books of the same style, and in making comparisons I try to show fair play. I am led to this sort of talk by reading a letter signed by O. N. Dosskey, and dated out at Dickinson, Dakota. I don't know Bro. Dosskey personally, but some things he said attracted my attention, and so I thought I would trouble you with these few lines, which, if they don't suit you, you can throw them into the waste basket. Bro. Dosskey, in the first place, seems to have a grievance against Bro. Sargent, our Grand Master, becaues he hasn't visited No. 41 and No. 128. Now, I was a delegate to the last Convention, in this city, and remember a conversation I had with Bro. Sargent when he told me he expected to make the tour of the Northern Pacific and visit all the Lodges, in the early spring. This, I am satisfied was Bro. Sargent's intention. He is a man whom the boys all know don't care anything for parade and show; he don't want great entertainments; he is no brass band officer; he don't consider the "canopy of heaven" nor "sage brush," but since the Convention, I have been informed, that Grand Officers have been denied transportation over a number of railroads, the Northern Pacific being one of them, on account of the inter-state commerce law. Now, I write this for the benefit of Bro. Dosskey or any other brother who thinks Bro. Sargent hasn't done his duty. From what I know the Grand Officers are doing everything in their power to make our noble Brotherhood a success and to increase its usefulness. I think they have a hard time of it, and I think they ought to be encouraged and spoken of kindly. I don't like fault-finders—kickers. It may be when the Convention meets again, as Bro. Dosskey suggests, some new regulations will be adopted, but till then, let us struggle for harmony in the ranks and try to believe that we are all doing our level best.

But I notice that Bro. Doskey finds fault with the *Magazine* and has a grievance because in the January number there was an "article under the caption of Politics." I went right away and hunted up that number, and I didn't have to hunt a great while neither. I keep the *Magazines* where I can get 'em when I want 'em. I read that "politics" article all through, and the more I read the more I wondered what was the matter with Bro. Dosskey. He certainly didn't get the hang of the article. You see, Mr. Editor, I don't dabble much in politics, as the phrase goes. I mean partisan politics. I have my opinions, and vote, but "politics," as you say, being the "science of government," is something which any workingman should study because he is one of the governed. Now, if the *Magazine* had printed an article about Republican politics, or Democratic politics, or Greenback politics, or any other party politics, I should chime in with Bro. Dosskey and say "down brakes," but you see "science of government" is another thing, and I think any locomotive fireman should study "science of government," and I think this will be the view of Bro. Dosskey when he comes to think over the matter. But Bro. Dosskey says "the *Magazine* is published for the purpose of furthering the Brotherhood as such, and not of the laboring classes generally." The *Magazine*, it has always seemed to me, was first, last and all the time a Brotherhood organ. I never heard of a Brotherhood wrong that it did not denounce, nor of a Brotherhood right that it did not defend. I have been a subscriber for more than eight years. I don't sit myself up to judge for others. I speak for myself and my opinion is, that in advocating the welfare of locomotive firemen, a great body of workingmen, the *Magazine* must of necessity, further the interests of all laboring classes, more or less, and for one I am mighty glad such is the case, and if the laboring classes could only know that in the *Locomotive Firemen's Magazine*, they have a friend, I think the circulation would go to 100,000 in less than six months. I think Bro. Dosskey's grievance is a great credit to the *Magazine*, and I wish I could say all I think about it. I think that I am a workingman. I think firing an engine ten, eleven, twelve and sometimes fourteen hours a day is hard work. I think the scoop and the pick are symbols of hard work, and I am glad if the *Magazine* says such things as make workingmen outside of our great Brotherhood believe it is their friend. I hope Bro. Dosskey will find time to think about the matter.

But Bro. Dosskey has another grievance. He seems

Digitized by Google

to be full of 'em. He wants a return to what he calls "miscellaneous entertaining matter," which formerly occupied space now devoted to other matters, which Bro. Dosskey don't approve. I suppose Bro. Dosskey wants, what I believe editors call "funnygraphs," almanac jokes, or those things the clowns repeat in the circus, or the "end man" in a negro minstrel show—old newspaper clippings, nowadays called "chestnuts"—things hashed and rehashed until they are as stale as a third-rate restaurant sandwich. He don't want anything that will set a fireman to thinking, such as an essay on a "Labor Organization," "Land Politics," "Labor Unions," "Critiques on Reports of Statistical Commissions," etc. Bro. Dosskey wants "Miscellaneous Entertaining matter," romance, love stories, odds and ends, such as the daily and weekly press publish bushels of, and that can be had for a copper, and which any fireman obtains in abundance almost for asking. If this is not Bro. Dosskey's idea, what is it? For one I am glad to see in the *Magazine* a class of articles such as "Valuable Statistics," "Pullman," "The Labor Movement the Problem of the Day," "The Contemplated Treaty with Russia," "Land, Labor and Liberty," "The Inter-State Commerce Law," "Prison Labor," "Labor Legislation," "Opposites," &c. I am glad to see such articles in the *Magazine* because they afford information of great importance, and because I think they are thought well of by a large body of Brotherhood Firemen, who are ambitious to be posted on matters that men of intelligence study and talk about. The "miscellaneous entertaining matter" which Bro. Dosskey likes, can be had at any station along the road or on the train.

But Bro. Dosskey continues to peg away at the "politics," and thinks that the 20,000 readers of the *Magazine* "must be be influenced by the before mentioned political articles." He refers to *one* article page 3, Vol. XI. Bro. Dosskey should take from that article some one paragrhph and tell what's the matter with it. He might demand its reproduction for the purpose of banging it over the head. He should do something besides making a complaint without pointing out an objectionable sentence. I want to help Bro. Dosskey out of his difficulty, and for that purpose ask to have reproduced a few paragraphs. Does Bro. Dosskey object to this:

The *Locomotive Firemen's Magazine*, be it remembered, is not a political publication in the common acceptation of the term. But in the United States politics should never be degraded as the synonym of anything opprobrious. Politics, be it understood, is the "science of government," and government, in the United States, is established and maintained by the consent of the governed.

Does Bro. Dosskey object to this?

We have said that the educational forces abroad in the land, were lifting, by their more than archimedian power, the workingmen of the country to a peership with those who have in the past controlled governmental affairs.

Does Bro. Dosskey object to this?

In recalling what labor has demanded in the past, men of prudent thought confess astonishment that its moderate requests have not been granted. * *

As we have predicted the working men of America will seek assiduously for means of bettering their condition apart from strikes and the boycott. They will discard anarchy and anarchists, violence by whatever name it is known, or by whatever method it may seek to gain its ends. The stupendous falsehood, whether insinuated or independently announced, that workingmen ARE NOT LAW ABIDING, is to be throttled or choked to death.

Does Bro. Dosskey object to this?

We are to hear less in future about the war between labor and capital, because such a war is the creation of diseased brains. Such a war does not exist, and in the nature of things can not and never did have an existence. But there has been a war waged in public sentiment, grasping monopolists seeking by statutes, and precedents, established usages, to maintain a crushing ascendancy over the wealth-producing millions of men, the maintenance of a policy of injustice by which the few sacrificed the rights of the many, and in justification of their course, have been able to plead the statutes and the decisions of courts.

Does Bro. Dosskey object to this?

It is most gratifying to observe that the great body of the people hail with evident satisfaction this new departure in politics, the "science of government." It is a case in which politics is being rescued from the mere partisan, the boss and the bummer, and made to honestly represent the will and best interests of the governed.

If Bro. Dosskey has grievances in connection with the article captioned "Politics," from which I have clipped at random a few paragraphs, he can state them. If they are calculated to work mischief, he may be able to tell why. If he has some "miscellaneous" matter more entertaining and instructive, he can tell what it is. For myself I want to see in the *Magazine* reading that can't be found in every two cent or one cent paper that is offered wherever I go. Such matter may be all well enough in its place, but the *Magazine* isn't its place.

Now I have said that I have made comparisons between the *Magazine* and other publications of the kind, and I say that I think the *Magazine* is the best of them all—and all the firemen I have talked with say the same, and they all say it is getting better every month. Its Mechanical Department is worth the price of the *Magazine*. My wife is delighted with the Woman's Department. Many letters of the brothers you publish are interesting and I don't see any reason for complaint.

I didn't intend to write so much, and I don't know as it will suit you, but I don't like to see our members finding fault about things that are good enough. Anybody can croak—anybody can pull down, but only a few can build up. The Grand Officers I believe are doing their level best, and the *Magazine* I know is doing good work. Hoping everything will go on smoothly and prosperously, I am,

Yours Fraternally, *Broad Gauge.*

HOT SPRINGS, ARK., July 19, 1887.

Editor Locomotive Firemen's Magazine:

Please allow me space to thank the locomotive men of the St. L. A. & T. railroad for help financially. I am a switchman and being taken sick with rheumatism was rendered unable to work. Locomotive men seeing my great misfortune, made up a purse and sent me here, hoping I may regain my health. I especially offer my thanks to Johnny Rooney and Henry Nichols, for what they have done for me, and may they have the success in life they deserve. I write this not only to express my gratitude but that the world may know what a noble-hearted lot of men the Locomotive Firemen are.

J. E. Fowler.

Digitized by Google

CLEVELAND, O., August 1, 1887.

Editor Firemen's Magazine:

On August 9th the Grand Master visited Forest City Lodge No. 10 at Cleveland. There was a large attendance of the members, together with delegations from Youngstown, Meadville, Collinwood and other points. The meeting was ably addressed by several of the visiting brothers, while the members of No. 10 gave evidence of a careful study of the laws of the Order in the correct answers given to questions asked by the Grand Master.

One candidate presented himself and was received in an impressive manner, showing that the officers were well versed in ritualistic work. It being the first regular meeting in the month after the close of the fiscal year, the newly elected officers were installed, Grand Master Sargent acting as installing officer. Judging from the way the new officers closed the Lodge, No. 10's new staff will continue to keep up her previous good record during the coming year. The retiring officers have done faithful service, and the success of Forest City Lodge is largely due to their untiring efforts. We would fail to do justice did we forget to mention the worthy Master, Bro. James Saunders, who has filled the Master's chair for three terms. He has been a conscientious worker, ever ready to lend a helping hand and offer good counsel to an erring brother, while his thorough understanding of the laws of the Order has enabled him to carry on the work of the Lodge successfully and he now passes to the honorable position of Past Master, bearing with him the esteem of all members and brothers who have had the good fortune to meet him officially or socially. Our acquaintance with Bro. Saunders dates back several years and we know of but one instance where he has caused any ill-feeling to spring up between himself and brothers of the Order, and that was at Buffalo when he roomed with the Grand Master and Grand Secretary; but we trust our Worthy Grand officers have forgiven him long ago and that they, with us, will say "long live Bro. Jim, the nasal songster of the great lakes." After the adjournment of the meeting (midnight) a banquet was served in an adjoining room, where the tables groaned with all the delicacies of the season. The brothers were blessed with excellent appetites, especially the Grand Master, who devoured everything that came within his reach (and some that did not), while Bro. Saunders wrestled with a watermelon of about a half ton weight. All remained until there was noise like unto the crowing of a cock and then the brothers departed, singing, "long live the brothers of Forest City." *Latin.*

CANTON, OHIO, August 25, 1887.

MR. EDITOR:—I saw in last month's *Magazine* an account of a fast run on the Denver & Rio Grande. What do you think of a run of sixty miles in one hour and forty-five minutes, including three stops, made on the Cleveland & Canton narrow-gauge road, on June 21st, with a train of ten cars, chartered by the Young Men's Democratic Club, of Canton? The run was made by engine 19, with Engineer Ed Pedler at the throttle and Bro. Frank Manzelman, fireman. *Canton.*

ELKHART, IND., July 24, 1887.

Editor Locomotive Firemen's Magazine:

Judging others by myself, I am persuaded the members of the Brotherhood will be pleased to learn that the members of Prospect Lodge, No. 162, had a grand gala day, July 23d. Through the management of our committee, Bros. Weman, Gordon, Rhodrick, Evans and Shuler, of the L. S. & M. S., and Mentzer of the C. W. & M., and other brothers of 162, one of the largest and most enjoyable excursions of the season was had over the C. W. & M., to Benton Harbor and St. Joe, Mich. Twenty well filled coaches and a baggage car constituted the train, drawn by two engines, 13 and 16, making the time from Elkhart to Benton Harbor, in one hour and forty minutes, and by the efforts of the committee, two of the finest bands of the state, Trumpet Notes of Elkhart, and Rogers, of Goshen, accompanied the excursion. The music was superb, in which there were beautiful solos executed by Scott Snow. Nothing was omitted calculated to add to the enjoyment of the excursionists, and every Brother worked to make the excursion one of unalloyed pleasure. Mr. Gilmore, Master Mechanic, and Mr. Eldon, foreman, were kind in so arranging matters as to permit the largest possible number of the "boys" to participate in the pleasures of the day. By the breaking of a draw-bar, a young bootblack was thrown from the train, and considerably, though not seriously, hurt. Nothing else transpired to mar, in the slightest degree, the enjoyments of the excursion, and the "boys" were well pleased with the patronage of their numerous friends.

More Anon.

CHADRON, NEB., July 13, 1887.

Editor Locomotive Firemen's Magazine:

The July *Magazine* is at hand, and as welcome as ever. Appreciating information from other Lodges of our noble Brotherhood I regard it prudent to say for the good of the Order that Pine Ridge Lodge, No. 17, is in a flourishing condition, and that our nineteen members are all in good standing and we have a few applications on hand for membership. I notice the promotion of Bro. Troup to the position of engine despatcher, at Chadron. Bro. Johnson is at the east end of the road firing for his old engineer, Morton. I am glad to say that our Lodge is composed of good Brotherhood men, always ready to extend the right hand of fellowship to every brother fireman they meet, and every member lives up to the obligations of the Order, and is deserving of promotion. Firemen living in this way are entitled to the respect of their fellow men. Wishing our Brotherhood God speed, I am yours respectfully,

Black Hills.

HARRISBURG, PA., July 7, 1887.

Editor Locomotive Firemen's Magazine:

It might have been said of No. 174, some time since "not dead, but sleeping." But the situation is now changed. When I read about the ball of 287, I felt like a live man. I was there myself and it was a grand affair, and brothers came from many cities and towns, bringing ladies whose elegant costumes, beauty and smiles made the occasion one of rare enjoyment. No. 174 is now flourishing, and I hope all the Lodges are in the same condition. *Fatty.*

Digitized by Google

PLEASANT HILL, Mo., September 12, 1887.

Editor Magazine:

It is with pleasure that I send greetings to the members of Tried and True Lodge No. 381. I have been out of the field so long that I presume some of you think I have become disinterested in your noble Order, but such is not the case. How the heart of every true member should swell with pride when he contemplates that he is a part of this noble Order, which has for its mission the protection of those who are near and dear to him. And besides, the Brotherhood will elevate you to a higher social, moral and intellectual standing. That the Lodge at Vincennes may prosper is the wish of more than one. Work together, boys, and by careful, earnest and conscientious support of its laws and edicts, you will keep this grand organization in the front ranks, where it has so nobly and unassisted placed itself. Throw away the bad and keep the good and success will finally crown your efforts. But you cannot hope to achieve success without working for it. Never be idle when an opportunity presents itself to push forward the good work in which you are engaged. I am glad to see the *Magazine* keeping steadily in the front. Wishing you all God speed, I am very truly a friend to the Brotherhood of Locomotive Firemen. *R. W. Milton.*

[This correspondent was Master of Old Post Lodge No. 17, now defunct, and his letter has special significance. We are certain that the members of "Tried and True" Lodge will fully appreciate his words of encouragement.—ED. MAGAZINE.]

ST. LOUIS, Mo., September 10, 1887.

MR. EDITOR:—One of the most delightful lawn parties of the season was given August 18th, by Harmony Lodge, Ladies' Society of B. of L. F., of this city. The party was given at the residence of Miss Hattie Hogue. All the members of Peace Lodge, No. 109, and their ladies, were invited and a merrier party never met together in social conclave. Among others the following were in attendance: Mr. and Mrs. C. E. Amos, Mr. and Mrs. Everett, Miss L. L. Wilson, Miss Hattie Hogue, Mr. Byron Hogue, Miss Sophia Lullman, Miss Birdie Lullman, Mr. Ed. Lullman, Miss Laura Van Horn, Miss Ella Van Horn, Mr. Will Van Horn, Miss Maggie Wilson, Miss May Ferrett, Miss Rose McDonough, Mr. and Mrs. Tom Hayes, Mr. John Leathers, Mr. and Mrs. John Ring, Mr. Chas. Van Horn, Mr. L. Fischer (alias lunch fiend), Mr. Milton White, Mr. W. A. Murphy, and many others, all of whom enjoyed themselves heartily. Mr. and Mrs. Ring won the silver cake basket (and also the cake) and received the congratulations of their friends. Mr. Fisher entertained the *guests* with "Lather and Shave" and *himself* by stripping the grape vines. Amos sang the "Base Ball song" and made a base hit of it. Lullman did the "Jo Jo" act and was almost smothered with applause. The supper was *par excellence*, everything the season afforded was there in abundance and to have seen it disappear would have made the noted Dupell, of Philadelphia, turn green with envy. Fischer, Lullman, Amos and Leathers constituted the "big four" at the table and if they didn't make the fur fly, my eyesight must have deceived me. Gracious, but how Fischer and Lullman did vie with each other for the honors. At last accounts Fischer had swallowed the carving knife and the contest was postponed for some future occasion. All the ladies and gentlemen were elegantly dressed and the scene presented a most charming appearance. There were many good looking *Misses* in attendance and an equal number of fine looking *Beaux*. Sociability was the order of the evening and it was carried out by all hands around. The grounds were beautifully illuminated with headlights and signal-lights and the scene was captivating beyond description. Some of us were a little late getting home, but in view of the enjoyment we had we did not mind it. It was an evening of rare social pleasure and will not soon be forgotten by at least *One of Them.*

HOLDEN, Mo., September 11, 1887.

Editor Firemen's Magazine:

DEAR SIR:—Permit me through the columns of your most valuable *Magazine* to shake hands, so to speak, with the Brotherhood of Firemen at large, and to express to them my unbounded gratification and pleasure at being once more priviledged to join their ranks. Nearly eighteen months since the cruel hand of circumstances compelled me to desert the calling which had been my choice for years. Now fortune has once more smiled upon me and I am proud to be classed with a society of men, among whom are some of creation's noblest and bravest. On my judgment of human nature I must add that it is my lot to be a member of a lodge in which the noblest type is largely represented. Allow me to thank our most worthy Grand Master, who was instrumental in restoring me to membership. Truly and Fraternally,

S.

CONGRATULATORY.

Lines on the marriage of Mr. S. S. Wilson, of Northern Light Lodge No. 127, B. of L. F., Winnepeg, Manitoba, to Miss A. Ferguson, of Smith Falls, Ontario, with the author's compliments.

Now Wilson's gone and wedded a lady bright and fair,
And those who know the bride and groom say they make a noble pair.
On June 15 the sun shone bright, the birds did sweetly sing,
And Wilson's bride was happy as she wore her bridal ring;
For she had won a husband, faithful, fond and true,
And I tell you, boys, her husband is good and handsome, too.
And Wilson thinks his wedding day the happiest of his life,
And this is true of all the boys who have a bran new wife.
Oh, may the happy couple each other's burdens bear,
And lovingly, while life shall last, their joys and sorrows share.
May the cares of life press lightly on the fond and happy bride,
And in trouble find her husband always by her side.
May God protect this couple through sorrows, tears and joys,
And may their home be greatly blessed with baby girls and boys,
For in these they'll find their happiness in this world most complete,
When the bright-eyed little toddlers are running 'round their feet.

WINNEPEG, June 3, 1887. *Northern Light.*

Digitized by Google

Personal.

THE boys at Milwaukee have great faith in the curative power of Fox's cream.

JOHN BUCKLEY is one of the heavy-weights of the Northwest. He tips the beam at 220.

J. W. STONER officiates as Chaplain for No. 203, and does great credit to that position.

BILLY MCBRIDE, of "Old Eureka," had a handsome daughter lately to arrive at his house.

E. H. BRANNAN and W. H. Johnson are two of the brightest members of Headlight Lodge.

TRIED AND TRUE Lodge No. 361 at Vincennes, Ind., is steadily increasing in membership.

WE had the pleasure of meeting Bro. Rice, of Buffalo Lodge No. 12, at Brazil, a short time ago.

THE young ladies will have it that Bro. Joe Farrell gets better looking every day. How is that, Joe?

MASTER HEWITT is the father of a great, bouncing boy, whom he expects to initiate into No. 300 soon.

AT the home of Bro. J. B. Thompson there is great rejoicing over the arrival of a twelve pound fireman.

MARTIN BURNS, of 300, seems to be very much liked by the members of 86, as he is staying away quite a while.

WE met a whole host of splendid fellows at Milwaukee. No. 130 is made up exclusively of that kind of material.

JAMES SAUNDERS is one of the mainstays at Cleveland. Forest City Lodge has in him a staunch supporter.

BRO. "SANDY" LINCOLNFELTER, of No. 14, is now firing passenger on the Bee Line, and as happy as a morning glory.

BROS. Henry Getz and T. M. Mowry have our thanks for a ride on their "mighty mogul," if she did go in on one side.

PAST MASTER COLLINS, of 217, attends meetings regularly, even though he has to sacrifice the company of his best girl to do it.

PHIL DONAHUE is one of the new members of 130, but he is already well posted in the work and takes a great interest in the Lodge.

IF Bro. Jim Dwyer, of Milwaukee, will come to Terre Haute, we will show him a city "what are a city." Come right along, Jimmy.

CHAS. H. SALISBURY, better known as "Sociable Sol," of R. R. Centre Lodge No. 31, rejoices over the arrival of a twelve pound boy.

GEORGE JORDAN, who has served No. 87 so faithfully as Collector, has met with merited promotion, and now occupies the right hand side.

WE are under many obligations to Grand Trustee L. P. Smith for many courtesies received from him during our recent visit to Chicago.

A. H. BUSE is one of the moving spirits at Cleveland. For a number of years he has toiled earnestly and faithfully in the interests of our Order.

TOM DWYER is the same old six pence. We just saw enough of him to size him up in his blue uniform and receive a cordial grasp of his hand.

At the social hop and ice cream supper given by the boys of 300, June 15th, there were one hundred and ten couples joined in the festivities

THE Green Mountain boys are going to the front. Bros. F. N. Chase and G. G. Wheeler, of 301, have been promoted to the right hand side, on the Passumpsic Division of the Boston & Lowell, and are meeting with marked success.

J. B. MAWBY and D. Heinselman are among our most active workers in Ohio. Their Lodge at Youngstown, No. 199, is abreast of the times.

THE Knapp brothers, Alonzo and Elmer, are among the mainstays of Lodge No. 130. We have reason to know that they are both genuine Brotherhood men.

A. S. HEWITT, Master, and W. H. Henry, Collector, of 300, are well qualified for their respective positions. No better performers of the scoop can be found.

A TEN pound boy has been added to the family of Bro. and Mrs. Frank J May, of Hallstead, Pa. Accept our hearty congratulations, Frank, upon the new arrival.

SECRETARY FOX, of 130, is developing wonderful vocal abilities, and it is reported that he will soon start out on a concert tour with Vice Grand Master Hannahan.

FOR hospitality and warm-hearted fellowship the boys at Garrett, Ind., can't be beat. Any Brotherhood man who pays them a visit will meet with a cordial reception.

WITH A. G. Laubscher, as Secretary; F. C. Whitmore, as Collector, and T. P. Smith, as Receiver, Forest City Lodge No. 10 is well equipped, and her future success is assured.

IT is with regret we chronicle the death of the baby boy of Bro. F. Probert, Master of Glad Tidings Lodge. Bro. Probert and his wife have the heartfelt sympathy of all.

CHAS. N. ZEPP and Wm. Lindeman, of No. 14, have decided to start, November 1st, for San Francisco, where they expect to locate permanently. May the best of luck follow them.

THOUGH slightly dark in complexion, Bro. Knapp, of 130, is recognized as one of the moving spirits of Milwaukee. He is pretty apt to know a Brotherhood man when he meets him.

SECRETARY J. F. MCCORMICK, of No. 283, has the sympathy of the members of his Lodge and the community at large in the death of his beloved wife, who departed this life on July 29th.

CON. MCAULIFFE, Master of No. 130, was recently presented with a genuine Allcock's porous plaster by a few of his numerous friends. The indications are that Con will come out all right.

F. N. CHASE, Geo. A. Brown, Thos. Leonard, C. A. Humphrey and S. J Norris are among the late promotions of No. 301. The Green Mountain boys are rapidly rising in their chosen calling.

AT the residence of Bro. Billy Sullivan, of 160, a fine young daughter has arrived. Father, mother and baby doing well. Billy extends an invitation to all the boys to come down and take a smoke.

THE home of Bro. and Mrs. W. H. McCormick, of South Easton, Pa., is in mourning, consequent upon the death of their little daughter. The afflicted parents have the heartfelt sympathy of all who know them.

J. D. JOHNSON had a great streak of luck at his home September 3d He went home in the evening and found two little twin daughters, weight 7½ lbs. apiece. Bro. Johnson has the congratulations of all the boys.

THE earnest and sincere sympathy of the members of No. 14 is tendered to Bro. Wm. Hugo in the serious illness of his mother and brother. We hope they may have recovered long before this reaches the eyes of our readers.

JOHN BRYANT, one of 160's best members, after so long a time has been promoted to the right hand side of switch engine No. 816 in the Evansville yard of the L. & N. His many friends will be pleased and gratified over his promotion.

Digitized by Google

FRANK O'DONNELL, of No. 50, the handsome fireman of engine 45 in the Ft. Wayne yards at outer depot, Chicago, has been promoted to firing passenger engine 223. Frank is a "hummer" and knows how to make coal premium.

TOM CUNNINGHAM says that he discovered Bro. W. F. Moughler the other morning, quite early, in a buggy with a lady and a trunk and headed for the West. Tom says there are reasonable grounds for suspicion in this case.

WE are advised that there will be a premium offered at the Macon fair for the handsomest Brotherhood man, and as we are too modest to place ourselves on exhibition, we respectfully nominate Bro. Rouscup, of Chicago, as an excellent candidate.

AMONG our recent visitors were Bros. Tom Cunningham and W. F. Moughler, Master and Past Master respectively, of Garfield Lodge No. 203. They are both leaders in our cause, and give glowing accounts of the prospects of their Lodge for the coming year.

DURING our visit to Milwaukee, a short time ago, we were handsomely entertained by the members of Guiding Star Lodge No. 130, to whom we acknowledge our sincere thanks. Col. McAuliffe and full staff were out and made themselves useful as well as ornamental.

WITH deep regret we learn of the generous hearted Bro. Gus Torrell being confined to his room with rheumatism. As he has always been one of 112's best members and most popular passenger engineers on St. Louis Div. of L. & N, we hope he may soon be out again.

THE officers of Headlight Lodge No. 217, W. K. Larr, as Master; J. H. Jordan, as Secretary; G. L. Cook as Collector; W. S. Cook as Receiver, and A. Cook, as Magazine Agent, are a credit to their Lodge. Each and all of them labor with zeal and fidelity to further the interests of the Order.

E. K. PARK, one of 163's worthy members, has gone into business at Sedalia, Mo. He will deal in millinery, notions and gents' furnishing goods, and will keep in stock the latest styles at very reasonable prices. Bro. Park is worthy of the most liberal patronage, and we commend him to all our members who may need anything in his line.

THE Master of Garfield Lodge, Bro. Tom Cunningham, is a great favorite with the boys. He sometimes starts out on a "kicking" expedition, but as it is for the good of the Order, he is indulged in his favorite pastime. Tom says the constitution is his guide and its laws must be carried out to the letter.

FROM our recent visit to Garrett, Ind., we feel safe in saying that Garfield Lodge No. 203 will soon rank with the foremost Lodges in our Order. The men are sober and industrious and take a deep interest in their Lodge. They have an excellent corps of officers, and their future success is an assured fact.

IT is reported on good authority (the highest in our Order) that when Grand Master Sargent left Minneapolis for the West over the Northern Pacific, he was escorted by the Salvation Army, in full uniform with brass band accompaniment. At last accounts the sisters had landed safely with F. P. S. at the City of Pines.

THE *Corning Democrat* announces that "Walter Crandall, youngest son of Mr. and Mrs. G. R. Quick, arrived at the residence of his parents in this city, this A. M., August 12, 1887. He brought a perfect form, bright eyes, a strong voice, and a consuming appetite, indications of good staying qualities." You have our congratulations, George, upon this happy event.

N. S. OUTLER, of Macon, Ga., Chairman of the Committee of Arrangements for the Macon Fair, of which notice is given elsewhere, was one of our visitors in September. He is busy as an autumn bee and says the South will surprise the Brotherhood on its visit to Atlanta with an ovation that will make our "First Biennial" one of the grandest events in Brotherhood history.

WE have a letter from a "lady friend" who protests that the cut of Vice Grand Master Hannahan, which appears in our August number, does that gentleman a very great injustice. She closes by inquiring what is meant by the illustration *Hannahan at Elmira*, and in what way our Vice Grand Master is connected with the telephone interests of that city. Will John kindly explain?

THE special meeting held by Guiding Star Lodge No. 130, during the visit of the Grand Officers, was a most interesting and instructive one. The attendance was quite large, including a number of visiting members. Questions of interest to the Order were discussed with ability and earnestness, and much good was accomplished. The "Guiding Star" of the Northwest is still in the ascendency.

WE learn from the following announcement, copied from the Shenandoah *Post*, that Bro. W. E. Baldwin, of Banner Lodge No. 50, has been made happy: "Baldwin—Shepherd.—At the residence of the bride's brother, C. H. Shepherd, at Moberly, Missouri, Tuesday, July 26th, at 8 P. M., Waltenham E. Baldwin, of Stanberry, Missouri, to S. Laura Shepherd, of Shenandoah, Iowa. Rev. L. B. Madison, of the Southern M. E. Church, officiating. The wedding was a very quiet one, only the immediate relatives and a few personal friends being present. The marriage, following so soon after the burial of the bride's father, was in accordance with his expressed wish that the ceremony should not be postponed. The wedding couple, accompanied by the mother and sisters of the bride returned to this city on the early morning train Wednesday, July 27th, and here received the congratulations of their host of warm friends. The young couple will soon establish their home at Stanberry, Missouri. We wish them *bon voyage* through life. Success!"

AFFECTION'S OFFERING.

[In memory of my beloved affianced wife, Miss Hope Lee Verneuille, who died the 20th of June, 1887.]

She sleeps within the cold, cold ground,
The dark, blue skies above her—
She was too fair, and pure for earth—
None knew her but to love her.

Her sweet, fair form has faded now,
Her cheeks have lost their roses;
Her guileless soul so free from sin,
In heaven now reposes.

I stood beside her bed of death,
Bowed down with deepest sorrow—
I knew she would be lost to me
Upon the coming morrow.

From her pure lips the loving smile
Could not by death be driven,
And with a hope of future bliss,
She passed from earth to heaven.

Thy gentle voice forever is hushed,
Thy warm, true heart is still,
And on thy young and innocent brow
Is resting death's cold chill.

Thy hands are clasped upon thy breast,
I have kissed thy lovely brow,
And in my aching heart I know
I have no darling now.

'Tis hard to break the tender chord,
When love has bound the heart:
'Tis hard, so hard, to speak the words,
"We must forever part."

Dearest, loved one, we must lay thee
In the peaceful grave's embrace,
But thy memory will be cherished
Till I see thy heavenly face.

Your devoted lover,
Thomas E. Tucker.

ANDERSON LODGE, No. 278, Vicksburg, Miss.

Digitized by Google

In Honor of our Vice Grand Master.

The *Stratford Times* contains the following account of the recent visit of Vice Grand Master J. J. Hannahan to that city:

On Friday evening, August 5th, Mr. J. J. Hannahan, Vice Grand Master of the Brotherhood of Locomotive Firemen, called a special meeting of members belonging to Avon Lodge No. 88, which was largely attended. After the meeting a reception was tendered Vice Grand Master Hannahan by the ladies of Good Endeavor Lodge No. 1, Ladies' Society B. of L. F. The following is the programme, which lasted until 3 A. M., when Bro. Hannahan departed for St. Thomas, Ont. It consisted of songs, music and speeches. After our arrival at Mr. Eugene Ball's house, Bro. Hannahan and all members present were admirably entertained by the ladies of Good Endeavor Lodge. The first order of business was when Bro. G. Nursey received an electric shock; Mr. Halpin assisted to act as electrician. Next came Bro. Eugene Ball, who acted in behalf of the ladies, and requested Bro. Hannahan and all brothers present to adjourn to the dining room, where to our surprise was spread a sumptuous repast, which consisted of eatables and delicacies of every conceivable description, to which ample justice was done. After supper we adjourned to the parlor when to our surprise and delight Bro. Alex. McNally electrified us by singing a song which was deserving of special mention. Wm. O'Brien responded next in turn by rendering with his usual ability a song, which was received with cheers. Bros. Nursey and Irwin followed with choice selections on the piano, which elicited great applause from all present. Bro. Thomas Dolan made up his mind to render one of his old-time melodies for which he is noted and it had the effect of bringing down the house. Bro. Wm. O'Brien followed and rendered a beautiful song which indicates that the date is not far distant when it will become a benedict life with him. The next appeal was made by our chairman who requested Mr. Hannahan, our Vice Master, to address the meeting. Bro. Hannahan promptly responded by showing what progress the Brotherhood of Locomotive Firemen's organization had made in the last few years. Bro. Hannahan is possessed of a cultured voice and graceful manner and has the advantage of holding his audience spell-bound with his remarks. Finally, after a little persuasion, the ladies present were induced to sing a song apiece. Mrs. Eugene Ball and Mrs. J. Turton, also Miss Turnbull were first in turn and rendered with their usual ability a duett, Miss Turnbull presiding at the piano. The singing and music rendered by these ladies, was well received by all present, as will show when Mrs. E. Ball and Mrs. J. Turton, also Miss Turnbull, were promptly encored, when they returned and rendered with unparalleled satisfaction, "The Gypsy's Warning." Several other ladies followed and rendered songs and recitations, including Mrs. Drummond, Mrs. Moore, Mrs. Logan, Mrs. G. Nursey, Mrs. T. Collings, Mrs. Johnson and Mrs. W. E. Brooker. It is safe to say that the ladies belonging to Good Endeavor Lodge, as stated by Bro. Hannahan, are rendering a great assistance to the Brotherhood of Locomotive Firemen; as Bro. Hannahan and the rest of the brothers present found out that evening to their delight and satisfaction. Bro. Hannahan also stated that the Ladies Society B. of L. F., was founded on one of the best principles that any existing organization could have, and thirty eight members stated that they were in possession of these facts long before the present time. We can safely say that without the assistance received from the ladies the brothers would sometimes be out in the cold. The membership of Good Endeavor Lodge is about twenty-four members. All this time Bro. James Harvey had been making preparations to take the house by storm, and succeeded when he sang the song entitled "My First Love." Next in turn was Bro. Hannahan who has a beautiful voice and rendered one or two selections, but stated that the hour was drawing near when it would be necessary for him to use the telephone and let the brothers at St. Thomas know that he was being used well here. Bro. Hannahan closed his remarks by thanking the kind ladies and brothers for their reception given him this evening. Bro. Wm. O'Brien replied to Bro. Hannahan's remarks with a song. Bro. Eugene Ball replied that it was his wish and also the wish of Mrs. Ball to render all the assistance possible when an opportunity afforded. Bro. G. Nursey was next to reply and he stated that it was gratifying to be in the company of our Vice Grand Master as he was a regular gentleman and a thorough Brotherhood man. We must not forget to mention Miss O'Brien, sister of our worthy Master, who rendered valuable assistance in preparing for the entertainment. This pleasant event terminated at 3 o'clock, when all the ladies and gentlemen present made their way to their respective homes, feeling well satisfied with the evening's proceedings.

[So far as the oratory of Bro. Hannahan is concerned we have no doubt he filled the bill admirably, but we must be permitted to entertain some doubt in regard to his alleged success as a vocalizer. Imagine John evoluting a series of trills way up in G. We pretend to some ability in that direction ourselves and we will not consent to divide our honors, even with the V. G. M., until he first gives an exhibition of his vocal accomplishments in our presence. This is not intended to reflect upon J. J. H. in any sense as a star performer upon the telephone.—ED. MAGAZINE.]

The Macon Fair.

As the time is looming up for the holding of our First Biennial Convention which is to be held at Atlanta, the brethren in that locality are already beginning to arrange for the reception of the delegates. Macon Lodge, No. 246, with a view to assisting in the work of raising the necessary funds to defray the expense of the convention has arranged to give a grand fair which is to open on Tuesday, December 6th. To insure its financial success, each Lodge of our Order has been solicited to make a donation of money or other articles, and we hope there will be a liberal response all along the line. It must be remembered that it costs considerable money to defray the expense of one of our conventions, and our members in the South, being few in numbers, will not be equal to the demands of the occasion unless assistance is rendered them by sister Lodges. The Order is comparatively unknown in the South, there are but few Lodges and few members and they are working under disadvantages such as firemen in no other locality have to contend with. They are ambitious to make the First Biennial Convention a grand success, hoping that its influence will give the Order and its members a "fighting chance" in the Southern states. Their ambition is laudable and we would encourage our Lodges and members to render them such assistance as they can without injustice to themselves. The Atlanta convention will be a most important one to our Order. It is a country in which we are unknown and our Order will have to make a credible showing if we expect to gain a foothold there. Vigo Lodge, No. 16, started the subscription to the Macon fair with $25. Other subscriptions and articles are being forwarded and we hope to see the fair an overwhelming success. The Chairman of the Committee, to whom all contributions, of whatever character, should be forwarded, is N. S. Outler, corner of Pine and Sixth streets, Macon, Ga.

THE inquiry is made almost daily since special assessment No. 2 was levied, "What became of special assessment No. 1, amounting to about $14,000, which was in the Grand Lodge treasury?" Please examine your printed proceedings of the Thirteenth Annual Convention, (pages 244 and 245) and you will see that it was ordered by that body to be transferred to the beneficiary fund, and then examine the beneficiary statement (December *Magazine*, page 753) and you will see where the transfer was made. It is somewhat surprising to have one of our wide awake and observant members ask this question, but when it is asked by delegates who voted to make the transfer, then we almost despair of the future.

Digitized by Google

Thanks to Railroad Officials.

At the Thirteenth Annual Convention of our Order, the following resolution was adopted, viz:

"*Resolved*, That the Grand Master, Vice Grand Master and Grand Secretary and Treasurer draft suitable resolutions on parchment and present them to the Officers of the Chicago, Milwaukee & St. Paul Railway and also the Chicago & Northwestern Railway, who kindly granted special trains for our accommodation."

The special trains referred to were granted by said railway companies for the transportation of delegates and their wives to and from our Thirteenth Annual Convention, the C. M. & St. P. Ry granting the train from Chicago and intermediate points to Minneapolis and the C. & N. W. Ry granting the train for the return trip

Pursuant to the above resolution the Grand Officers drafted the following:

GRAND LODGE
BROTHERHOOD OF LOCOMOTIVE FIREMEN,
TERRE HAUTE, IND., October 1, 1886.

To the Officers of the Chicago, Milwaukee & St. Paul Railway Company:

GENTLEMEN:—The following resolutions were unanimously adopted by the Thirteenth Annual Convention of the Brotherhood of Locomotive Firemen which assembled in the city of Minneapolis, Minn., in September, 1886, viz:

WHEREAS, The Officers of the Chicago, Milwaukee & St. Paul Railway Company tendered the delegates to the Thirteenth Annual Convention of the Brotherhood of Locomotive Firemen held in the city of Minneapolis in September, 1886, a special train over their line from Chicago and intermediate points to Minneapolis, therefore be it

Resolved, That this Convention appreciates the large liberality displayed by the C. M. & St. P. Ry officials in furnishing special and free transportation to the Delegates to this Convention.

Resolved, That such generous recognition of the Brotherhood of Locomotive Firemen on the part of the C. M. & St. P. Ry Co. is evidence as gratifying as it is convincing that unity is to be the controlling power in regulating affairs between railroad officials and their employes.

Resolved, That the thanks of this Convention are due to the officials of the C. M. & St. P. Ry Co. for their princely liberality as set forth in this action of the Convention and that the kindness, generosity and courtesy of which the Delegates to this Convention were the recipients will be cherished in our memories as souvenirs above price.

Resolved, That these resolutions be engrossed and a copy thereof be furnished the officials of the Railway above named.

F. P. SARGENT,
Grand Master.
J. J. HANNAHAN,
Vice Grand Master.
[SEAL.]
Attest:
EUGENE V. DEBS,
Grand Secretary and Treasurer.

A like copy was drafted for the Officials of the Chicago & Northwestern Ry Co. The drafts were then forwarded to Prof. D. T. Ames, of New York City, whose skill in ornamental penmanship can not be excelled. Prof. Ames executed the two copies in elegant style, which were then handsomely framed and presented to the officials of the respective railway companies by the Grand Officers. The work is a model of its kind and reflects great credit upon all concerned.

Mr. Roswell Miller, the General Manager of the C. M. & St. P. Ry. was absent from the city when the committee called and the resolutions were accepted in his behalf by Mr. Stennett, his private Secretary, in fitting words. Mr. Stennet assured the Committee that General Manager Miller and all the officials held the Brotherhood in the highest esteem and that this action of the Convention would afford them the greatest satisfaction,

The following acknowledgement was received from General Manager Roswell Miller:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,
GENERAL MANAGER'S OFFICE.
MILWAUKEE, September 9th, 1887.

DEAR SIR:—Upon my return from my absence in the East I had the pleasure of finding your very handsome testimonial embodying the resolutions adopted at your Thirteenth Annual Convention, in regard to courtesies extended by this Company to the Brotherhood of Locomotive Firemen.

I beg to thank the Brotherhood for the very handsome manner in which they have expressed their thanks, especially as it indicates that they enjoyed the trip over our line and that it contributed to the success of the Convention. I remain,

Yours, very truly,
ROSWELL MILLER,
General Manager.

The resolutions for the C. & N. W. Ry. officials were also left with the Private Secretary in the absence of President Hughitt. The following letter received from that gentleman will explain itself:

CHICAGO & NORTHWESTERN RAILWAY CO.
OFFICE OF PRESIDENT.
CHICAGO, ILL., August 22, 1887.

DEAR SIR:—On my return after an absence of several days, I find the handsome testimonial presented by the Brotherhood of Locomotive Firemen, to the officers of the C. & N. W. R. R. Co. I sincerely regret that I was absent when your committee called, as it would have afforded me much pleasure to have met them and to have expressed verbally the appreciation of my associates and myself of this generous act of reciprocity on the part of the organization you represent. The relations between the managers of the great railways of this country and the men who endure the hardships and brave the dangers of operating the roads, should be characterized by the utmost cordiality and confidence. It was evidently in such a spirit that this testimonial originated, and in the same spirit I find especial gratification in its acceptance. Thanking you, both for myself and those whom I officially represent, I am very respectfully yours,

MARVIN HUGHITT, President.

These testimonials, offered in evidence of the gratitude of our Delegates for favors conferred upon them by the officials of the railway companies named, were received in the same spirit that prompted them, and the fact of such relations existing between the officials and our membership affords us cause for ceaseless satisfaction.

AT Palestine, Texas, an elegant new church has been erected, chiefly through the influence and work of Rev. W. E. Penn, which will take a special interest in the spiritual welfare of railroad men. In the house there is a very handsome stained glass window with a beautiful cut of a locomotive, baggage and passenger coach, with the monograms of the four Orders of Firemen, Engineers, Brakemen and Conductors. Railroad men are specially invited to attend the church. Any one desiring to contribute to the fund that is being raised to cancel the debt of the church, which is quite considerable, can do so through Rev. W. E. Penn, Palestine, Texas. All assistance that may be rendered will be fully appreciated.

VICE GRAND MASTER returns thanks to Manager W. M. Clements, of the B. & O., for favors received. Mr. Clements is noted among railroad men as a broad-gauge manager who treats his employes with liberality and courtesy. Such men are very properly put in charge of large railroad interests, such as the B. & O. represents.

Digitized by Google

Open Meeting.

One of the most pleasant meetings we have attended for many a day was that held at Garrett, Ind., Friday evening, September 9th, under the auspices of Garfield Lodge, No. 203. There were present Superintendent F. H. Britton, Train Master H. M. Coffenbury, Master Mechanic B. F. Louthers, Round House Foreman G. W. Mudd, and Yard Master W. M. Ditton, of the B. & O., also Rev. Mr. Wones, of the Garrett M. E. church, chief conductor P. Rice, of the O. R. C., Mr. Jerry Murphy, who represented the B. of L. E., and John Metzler, Master of the Brakemen's Lodge, No. 158. The hall was filled with railroad men, all departments being well represented, there were also a goodly number of citizens in attendance who were interested in the welfare of our Order. The meeting was called to order by Master T. Cunningham and the programme opened with a brief address by the Secretary of the Grand Lodge. Superintendent Britton was next called on and delivered an address in all regards highly complimentary to the members of the Order in his employ. He gave the boys some timely advice and was heartily applauded at the close of his remarks. Train Master Coffenbury, who is exceedingly popular with all his employes, made a few appropriate remarks which were well received. The address of Master Mechanic Louthers was brief, but his tribute to the Brotherhood will not soon be forgotten by those who heard it. "Tell your associate Grand Officers," said he, addressing the Secretary of the Grand Lodge, "that I have as good a class of firemen as can be found on any road, that they are sober, industrious and reliable. They have not always been so, I regret to say, but through the influence, mainly, of the teachings of your Order, they have been brought to their present standard of efficiency, and for this reason, if no other, I appreciate the work in which you are engaged and wish you continued prosperity and success." The boys all felt very proud of the compliment of their Master Mechanic. It was left to Round House Foreman Mudd to "bring down the house." He was the wit of the evening and kept the audience in excellent humor during his remarks. Rev. Mr. Wones was next introduced and delivered a splendid address, which was heartily appreciated. He is the railroad men's friend and pastor and takes a lively interest in their welfare. Mr. Wones spoke in high terms of the courtesy and liberality of the B. & O. officials and also complimented the employes upon the uniform kindness with which they had treated him His address, delivered with great earnestness, was the most effective of the evening. Engineer Murphy, an old veteran of the throttle. Chief Rice, of the O. R. C., John Metzler, Master of the Brakemen's Lodge, and others, entertained the audience with short addresses, all expressing their approval of the Firemen's Brotherhood and commending its work. Our members have an excellent standing at Garrett. The officials, without an exception, are friendly to the Order and appreciate its work. The citizens, some of the leading ones being present, also recognize the good purposes of the Order, and are ever ready to give our boys a helping hand. Our meeting at Garrett, though gotten up on very short notice, was a success and its contemplation affords us cause for special satisfaction. The reception we met with, the courtesies that were extended, all speak in eloquent terms of the high estimation in which our members are held there, and we take great pleasure in congratulating the members of No. 203 upon their record and standing at Garrett, and it is our sincere wish that they may ever conduct themselves in such a manner as to merit the continued respect of their officials, their fellow-employes and their townsmen.

A MEMBER to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending October 31st, 1887; also for *Assessment No.* 10 (for September); also for *Special Assessment No.* 2. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

TRIBUTE FROM A FRIEND.

[Dedicated to T. E. Tucker and his affianced bride, Miss Hope Lee Vernenille, who died June 20th, 1887.]

She came, and from her birth
Upon the lowly earth.
She was a light to those who could not see,
She was so good and fair
That they who saw her there
Did love her for her angel purity.

There was a careless youth
Who loved her for the truth,
Which in her eyes, her voice, her actions, spoke,
His mind was dark within:
From out a sleep of sin
He saw her and to a higher living, woke.

She loved him, and the sky
Was brighter to his eye:
The birds sang sweeter, and the flowers rose
Around him as he went,
Around him as she lent
To him her purity, and sweet repose.

One day the summons came,
And woven with her name,
Celestial music broke upon her prayer—
She left the world to rise,
To God above the skies,
And heaven seemed happier for her presence there.

His love is dead:
Her saintly soul has fled
With angel escort to Christ above.
The light of day is gone—
The sun has set upon,
The Eden of their pure and perfect love.

A True and Loving Friend to Both.

VICKSBURG, MISS., September 4th, 1887.

A Thriving Lodge.

A short time ago we had the pleasure of visiting Headlight Lodge, No. 217, located at Brazil, Ind. This Lodge was organized by Vice-Grand Master Hannahan, in March last, with a charter membership of fourteen, and now has twenty-eight members, with prospects of a steady increase. We were much impressed with the manner in which this little Lodge transacts business. Organized less than six months ago, its officers and members have almost completely mastered every detail of the constitution and ritual. The members are unusually bright and take the greatest interest in the Order. Every officer understands his duty thoroughly and performs it. The readiness with which the members answered every question pertaining to the constitution and ritual propounded by the Grand Officers spoke volumes in their praise. It is no flattery to say that Headlight Lodge, young as it is, ranks with the most thorough working Lodges in our Order. Since the Lodge was organized, not a single member has been suspended for non-payment or other cause, neither has there ever been an expulsion. The smallest attendance ever had was thirteen, which makes an excellent average. Many of our older Lodges, with their 200 and 300 members, would do well to follow the example of this model little Lodge.

For the Magazine.

DRIFTING ON, EVER ON.

This world is a river's bank, time is the stream,
And we are as barks drifting on, ever on,
Through storms or through tempest or the sun's bright beam,
But be not too anxious, it all is as one,

If we escape shipwreck from whirlpool or crag,
From sand banks or shallows hid under the wave,
So choose a good Pilot that never will flag,
That's willing and able at all times to save.

Secure in your Pilot, confide in His care,
Though hurricanes roar all around where you be,
He'll conduct you in safety to a world so fair,
On the shore of bright Canaan's glorious sea.

—*Edward Splaine.*

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

OCTOBER, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER, TERRE HAUTE, IND., October 1, 1887.

Assessment Notice for October.

ASSESSMENT NO. 11.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death of the following members who were entitled to all the benefits of the Order, viz:

CLAIM NO. 91. Herbert J. Hoyt, of Stone Mountain Lodge No. 332, was killed by Railroad Accident, April 4, 1887.

CLAIM NO. 92. Frank S. Watkins, of W. A. Foster Lodge No. 216, died of Typhoid Pneumonia, May 5, 1887.

CLAIM NO. 93. Fred Breitschu, of Evening Star Lodge No. 112, was killed by Railroad Accident, June 19, 1887.

CLAIM NO. 94. W. C. Hunter, of Anchor Lodge No. 54, was killed by Railroad Accident, June 25, 1887.

CLAIM NO. 95. Albert Duval, of Mountain City Lodge No. 241, died of Inflammation of Bowels, July 15, 1887.

CLAIM NO. 96. A. H. Burnham, of Northern Light Lodge No. 127, lost his life by Drowning, July 26, 1887.

CLAIM NO. 97. Robert Hare, of Northern Light Lodge No. 127, lost his life by Drowning, July 26, 1887.

CLAIM NO. 98. J. E. Pringle, of Big Four Lodge No. 337, was killed by Railroad Accident, August 8, 1887.

CLAIM NO. 99. Lewis Whitacre, of Buffalo Lodge No. 12, died of Chronic Gastro Entritis, August 8, 1887.

CLAIM NO. 100. J. E. Hall, of Hawkeye Lodge No. 27, died of Consumption, August 22, 1887.

CLAIM NO. 101. Edward Ryerson, of Just in Time Lodge No. 149, died from injuries received by Railroad Accident, September 1, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 101, and all members who were admitted on or before September 1st, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before October 25, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge. Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE B. OF L. F., TERRE HAUTE, IND., October 1, 1887.

Special Notices.

THE PASS.

The pass for the quarter ending December 31st, 1887, has been forwarded to the Master of each Lodge.

GENERAL CIRCULAR NO. 1.

General Circular No. 1, under date of September 15th, has been forwarded to the Secretary of each Lodge. Members will see to it that this circular is read in open meeting and placed on file with the Lodge.

GRAND MASTER'S APPOINTMENTS.

The Grand Master has made the following appointments for October: Vanceboro, Me., 8th; Moncton, N. B., 10th; Truro, Nova Scotia, 11th; Campbellton, N. B., 12th; Concord, N. H., 18th; Lyndonville, Vt., 19th; Montreal, Can., 20th; St. Albans, Vt., 21st, and Rutland, Vt., 22d.

The Grand Master has made the following appointments for November: Youngstown, O., 6th; Collinwood, O., 7th; Buffalo, N. Y. (Lodge 316), 8th; Oswego, N. Y., 9th; Watertown, N. Y., 10th; Frankfort, N. Y., 11th; Whitehall, N. Y., 12th; Green Island, N. Y., 13th; Albany, N. Y. (evening), 13th; Middletown, N. Y., 14th; Port Jervis, N. Y., 15th; Great Bend, Pa., 16th; Binghampton, N. Y., 17th; Corning, N. Y., 18th; Oneonta, N. Y., 19th; Stanhope, N. J., 20th; Junction, N. J., 21st; Perth Amboy, N. J., 22d; Long Island, N. Y., 23d; Union Hill, N. J., 24th, and Hoboken, N. J., 25th.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, TERRE HAUTE, IND., October 1, 1887.

Subordinate Dues Notice.

SECOND QUARTER, 1887-88.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that your Subordinate Dues for the quarter ending January 31st, 1888 (being the second quarter in the year 1887-88), are now payable and must be paid to the Collector of your Lodge on or before November 1st, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 55 of the Constitution of Subordinate Lodges. Yours fraternally,

EUGENE V. DEBS, G. S. & T.

Information Wanted.

JOHN FARLEY.

Anyone knowing the whereabouts of John Farley, of Enterprise Lodge No. 75 (last heard from at Denison, Texas), will please communicate with his sister, Mrs. L. P. McBreen, Thirty-first and Spring Garden streets, Philadelphia, Pa.

G. M. BROWN.

We are requested by R. R. Centre Lodge No. 31 to advertise for the whereabouts of Bro. G. M. Brown. When last heard from he was in Texas. Any information on that subject should be addressed to C. H. Salisbury, 103 N. Liberty street, Atchison, Kan.

JOHN C. HARTNESS.

Anyone knowing the whereabouts of John C. Hartness will confer a favor by advising M. Hartness, Clarksville, Iowa. When last heard from, about two years ago, he was a fireman on the Chicago & Alton, with headquarters supposed to have been at Kansas City, Mo.

Digitized by Google

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., Sept. 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending Aug. 31, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 8.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 8.	TOTAL.
1	. . .	$65 00	$65 00	73	. . .	$64 00	$64 00
2	$31 00	25 00	56 00	74	$3 00	25 00	28 00
3	8 00	172 00	180 00	75	24 00	159 00	183 00
4	3 00	93 00	96 00	76	68 00	. . .	68 00
5	3 00	85 00	88 00	77	. . .	98 00	98 00
6	4 00	50 00	54 00	78	1 00	79 00	80 00
7	2 00	30 00	32 00	79	. . .	46 00	46 00
8	61 00	48 00	109 00	80	3 00	90 00	93 00
9	15 00	91 00	106 00	81	97 00	74 00	171 00
10	9 00	72 00	81 00	82	. . .	83 00	83 00
11	. . .	115 00	115 00	83	2 00	56 00	58 00
12	22 00	235 00	257 00	84	71 00	72 00	143 00
13	1 00	92 00	93 00	85	39 00	. . .	39 00
14	150 00	142 00	292 00	86	1 00	58 00	59 00
15	. . .	48 00	48 00	87	. . .	. . .	. . .
16	. . .	133 00	133 00	88	1 00	48 00	49 00
17	. . .	14 00	14 00	89	. . .	20 00	20 00
18	8 00	52 00	60 00	90	13 00	11 00	24 00
19	. . .	38 00	38 00	91	4 00	37 00	41 00
20	. . .	29 00	29 00	92	1 00	19 00	20 00
21	47 00	38 00	85 00	93	3 00	65 00	68 00
22	4 00	20 00	24 00	94	49 00	. . .	49 00
23	41 00	35 00	76 00	95	. . .	102 00	102 00
24	48 00	44 00	92 00	96	5 04	43 00	48 00
25	. . .	69 00	69 00	97	2 00	38 00	40 00
26	. . .	67 00	67 00	98	. . .	28 00	28 00
27	. . .	75 00	75 00	99	13 00	79 00	92 00
28	1 00	71 00	72 00	100	40 00	30 00	70 00
29	2 00	34 00	36 00	101	153 00	141 00	294 00
30	27 00	23 00	50 00	102	5 00	34 00	39 00
31	15 00	55 00	70 00	103	19 00	87 00	106 00
32	10 00	29 00	39 00	104	5 05	27 00	32 00
33	2 00	56 00	58 00	105	1 00	104 00	105 00
34	. . .	59 00	59 00	106	. . .	28 00	28 00
35	. . .	. . .	. . .	107	5 00	83 00	88 00
36	1 00	59 00	60 00	108	1 00	23 00	24 00
37	3 00	47 00	50 00	109	1 00	65 00	66 00
38	. . .	61 00	61 00	110	. . .	25 00	25 00
39	4 00	36 00	40 00	111	. . .	50 00	50 00
40	2 00	78 00	80 00	112	1 00	46 00	47 00
41	. . .	25 00	25 00	113	1 00	30 00	31 00
42	. . .	36 00	36 00	114	. . .	22 00	22 00
43	3 00	85 00	88 00	115	. . .	30 00	30 00
44	1 00	74 00	75 00	116	1 00	48 00	49 00
45	. . .	69 00	69 00	117	. . .	50 00	50 00
46	. . .	51 00	51 00	118	2 00	21 00	23 00
47	96 00	92 00	188 00	119	4 00	35 00	39 00
48	. . .	68 00	68 00	120	1 00	78 00	79 00
49	47 00	41 00	88 00	121	. . .	57 00	57 00
50	131 00	111 00	242 00	122	. . .	56 00	56 00
51	51 00	. . .	51 00	123	13 00	66 00	79 00
52	5 00	94 00	99 00	124	18 00	16 00	34 00
53	30 00	25 00	55 00	125	14 05	55 00	69 00
54	4 00	88 00	92 00	126	. . .	20 00	20 00
55	31 00	27 00	58 00	127	3 00	71 00	74 00
56	23 00	21 00	44 00	128	. . .	26 00	26 00
57	5 00	22 00	227 00	129	. . .	57 00	57 00
58	2 00	11 00	13 00	130	1 00	82 00	83 00
59	2 00	71 00	73 00	131	33 00	. . .	33 00
60	2 00	75 00	77 00	132	3 00	39 00	42 00
61	14 00	80 00	94 00	133	. . .	27 00	27 00
62	. . .	50 00	50 00	134	. . .	31 00	31 00
63	6 00	46 00	52 00	135	3 00	47 00	50 00
64	12 00	7 00	19 00	136	. . .	17 00	17 00
65	2 60	62 05	64 00	137	. . .	25 00	25 00
66	11 00	53 00	64 00	138	. . .	. . .	. . .
67	106 00	01 06	207 00	139	. . .	21 00	21 00
68	40 00	72 00	112 00	140	4 00	58 00	62 00
69	. . .	40 00	40 00	141	. . .	77 00	77 00
70	. . .	30 00	30 00	142	111 00	81 00	192 00
71	. . .	62 00	62 00	143	. . .	10 00	10 00
72	2 00	117 00	119 00	144	49 00	31 40	80 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 8.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 8.	TOTAL.
145	. . .	$24 00	$24 00	224	$36 00	$32 00	$68 00
146	$42 00	. . .	42 00	225	26 00	. . .	26 00
147	8 00	42 00	50 00	226	. . .	28 00	28 00
148	8 00	28 00	36 00	227	1 00	22 00	23 00
149	. . .	. . .	. . .	228	2 00	106 00	108 00
150	4 00	39 00	43 00	229	. . .	33 00	33 00
151	. . .	53 00	53 00	230	. . .	65 00	65 00
152	18 00	14 00	32 00	231	60 00	45 00	105 00
153	12 00	44 00	56 00	232	2 00	27 00	29 00
154	6 00	39 00	45 00	233	19 00	. . .	19 00
155	. . .	. . .	. . .	234	17 00	. . .	17 00
156	51 00	47 00	98 00	235	40 00	38 00	78 00
157	. . .	25 00	25 00	236	. . .	19 00	19 00
158	1 00	58 00	62 00	237	4 00	56 00	60 00
159	43 00	31 00	74 00	238	6 00	24 00	30 00
160	. . .	43 00	43 00	239	6 00	29 00	35 00
161	3 00	58 00	61 00	240	7 00	80 00	87 00
162	5 00	86 00	91 00	241	. . .	21 00	21 00
163	31 00	. . .	31 00	242	2 00	58 00	60 00
164	. . .	31 00	34 00	243	26 00	15 00	41 00
165	5 00	31 00	36 00	244	1 00	78 00	79 00
166	64 00	29 00	93 00	245	2 00	24 00	26 00
167	. . .	32 00	32 00	246	. . .	26 00	26 00
168	. . .	43 00	43 00	247	25 00	22 00	47 00
169	. . .	107 00	107 00	248	3 00	31 00	34 00
170	. . .	39 00	39 00	249	. . .	17 00	17 00
171	1 00	19 00	20 00	250	1 00	71 00	72 00
172	57 00	48 00	105 00	251	. . .	37 00	37 00
173	. . .	. . .	. . .	252	. . .	85 00	85 00
174	2 00	104 00	106 00	253	. . .	33 00	33 00
175	. . .	. . .	. . .	254	5 00	30 00	35 00
176	. . .	16 00	16 00	255	35 00	16 00	51 00
177	1 00	50 00	51 00	256	1 00	33 00	34 00
178	1 00	59 00	60 00	257	27 00	. . .	27 00
179	82 00	. . .	82 00	258	18 00	. . .	18 00
180	. . .	8 00	8 00	259	. . .	. . .	. . .
181	. . .	20 00	20 00	260	1 00	18 00	19 00
182	. . .	31 00	31 00	261	. . .	35 00	35 00
183	. . .	29 00	29 00	262	1 00	21 00	22 00
184	1 00	18 00	19 00	263	. . .	28 00	28 00
185	. . .	13 00	13 00	264	8 00	29 00	37 00
186	63 00	43 00	106 00	265	. . .	55 00	55 00
187	12 00	. . .	12 00	266	44 00	44 00	88 00
188	. . .	72 00	72 00	267	47 00	15 00	62 00
189	1 00	27 00	28 00	268	17 00	16 00	33 00
190	16 00	26 00	42 00	269	. . .	44 00	44 00
191	14 00	31 00	45 00	270	. . .	50 00	50 00
192	. . .	. . .	. . .	271	. . .	25 00	25 00
193	. . .	20 00	20 00	272	. . .	29 00	29 00
194	2 00	36 00	38 00	273	. . .	40 00	40 00
195	16 00	51 00	67 00	274	1 00	13 00	14 00
196	. . .	14 00	14 00	275	33 00	12 00	45 00
197	37 00	39 00	76 00	276	. . .	. . .	. . .
198	. . .	24 00	24 00	277	10 00	9 00	19 00
199	. . .	28 00	28 00	278	9 00	. . .	9 00
200	21 00	13 00	34 00	279	13 00	8 00	21 00
201	1 00	32 00	33 00	280	3 00	36 00	39 00
202	. . .	48 00	48 00	281	. . .	26 00	26 00
203	. . .	46 00	46 00	282	30 00	26 00	56 00
204	. . .	10 00	10 00	283	. . .	37 00	37 00
205	1 00	59 00	60 00	284	. . .	77 00	77 00
206	5 00	. . .	5 00	285	4 00	38 00	42 00
207	1 00	69 00	70 00	286	1 00	84 00	85 00
208	10 00	39 00	49 00	287	88 00	88 00	176 00
209	4 00	18 00	22 00	288	. . .	18 00	18 00
210	. . .	33 00	33 00	289	13 00	13 00	26 00
211	. . .	55 00	55 00	290	5 00	30 00	35 00
212	2 00	23 00	25 00	291	1 00	58 00	59 00
213	. . .	30 00	30 00	292	. . .	19 00	19 00
214	46 00	. . .	46 00	293	64 00	49 00	113 00
215	. . .	47 00	47 00	294	29 00	22 00	51 00
216	3 00	52 00	55 00	295	1 00	24 00	25 00
217	. . .	22 00	22 00	296	16 00	. . .	16 00
218	1 00	14 00	15 00	297	. . .	. . .	. . .
219	2 00	51 00	53 00	298	1 00	14 00	15 00
220	. . .	51 00	51 00	299	2 00	32 00	34 00
221	. . .	35 00	35 00	300	. . .	41 00	41 00
222	9 00	23 00	28 00	301	1 00	17 00	18 00
223	. . .	. . .	. . .	302	4 00	17 00	21 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 8.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 8.	TOTAL.
303	. . .	$9 00	$9 00	332	$78 00	. . .	$78 00
304	$1 00	24 00	25 00	333	. . .	$63 00	63 00
305	. . .	21 00	21 00	334	. . .	. . .	. . .
306	. . .	27 00	27 00	335	. . .	24 00	24 00
307	2 00	47 00	49 00	336	. . .	7 00	7 00
308	18 00	. .	18 00	337	41 00	38 00	79 00
309	33 00	28 00	61 00	338	. . .	17 00	17 00
310	1 00	25 00	26 00	339	16 05	16 00	32 00
311	. . .	19 00	19 00	340	1 00	13 00	14 00
312	. . .	22 00	22 00	341	. . .	16 00	16 00
313	1 00	31 00	32 00	342	14 00	13 00	27 00
314	. . .	9 00	9 00	343	. . .	21 00	21 00
315	33 00	32 00	65 00	344	. . .	9 00	9 00
316	2 00	40 00	42 00	345	5 00	5 00	10 00
317	. . .	51 00	51 00	346	14 00	13 00	27 00
318	15 00	. . .	15 00	347	. . .	14 00	14 00
319	44 00	. . .	44 00	348	13 00	13 00	26 00
320	. . .	. . .	. . .	349	1 00	42 00	43 00
321	. . .	16 00	16 00	350	. . .	17 00	17 00
322	1 00	34 00	35 00	351	. . .	13 00	13 00
323	41 00	35 00	76 00	352	. . .	25 00	25 00
324	. . .	. . .	. . .	353	. . .	7 00	7 00
325	. . .	. . .	. . .	354	1 00	34 00	35 00
326	. . .	30 00	30 00	355	1 00	21 00	22 00
327	2 00	12 00	14 00	356	. . .	20 00	20 00
328	. . .	28 00	28 00	357	. . .	27 50	27 00
329	. . .	18 00	18 00	358	. . .	. . .	. . .
330	. . .	20 00	20 00	359	. . .	12 00	12 00
331	31 00	21 00	52 00	360			

Balance on hand August 1st $18,917 00
Received during month 18,103 00

Total $37,020 00
By Claims 83, 84, 85, 86, 87, 88, 89 and 90 . . $12,000 00

Balance on hand September 1st $25,020 00

Respectfully submitted.

EUGENE V. DEBS, G.S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute. Indiana.
J. J. HANNAHAN . . . . . Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS . . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.
C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.
L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ills

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.
W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.
J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa
F. X. HOLL . . . 806 22d ave S., Minneapolis, Minn.
W H. MCDONNELL . 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Carmer . . . . . Master
John Downs, Box 311. . . . . Secretary
Wm. Van Dine . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I . . Collector
J. W. Williams, 25 Kilton st., Taunton, Mass. . . . . Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
Jos. Capner, 243 Second St . . . . . Master
D. W. J. Mahoney, 243 Second St . . . . Secretary
J. B. Sweet, 147 Academy St . . . . . Collector
C. E. Benter, 403 E. 69th St., New York City . . . . . Receiver
George Auchter, 205 Third St . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets in B. of L. F. Hall, 1st and 3d Sundays.
L. G. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 1033 Congress st . . . . Secretary
W. H. Jordan, 93 India St . . . . . Collector
F. A. Huff, 49 Hanover st . . . . . Receiver
F. E. Pottle, 28 Hancock St . . . Magazine Agent

5. CHARITY: St. Thomas, Ontario.
Meets in Engineer's Hall every Thursday at 8 P. M.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 784 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
Frank Turrill, Box 784 . . . . . Receiver
Wm. Deyell, Box 784 . . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 401 . . . . . Master
F. J. Parker, Box 431 . . . . . Secretary
Fred Gratiot . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
Wm. C. Jasper, 489 Missouri Ave., N. W, Secretary
A. J. Williams, 327 C. St., S. W . . . . Collector
P. P. Luddy, 426 4½ St. S. W . . . . . Reciever
J. E. Johnson 627 Virginia Ave., S.W., Mag. Agent

8. RED RIVER; Denison City, Texas.
Meets in King's Hall every Saturday at 7 P. M.
Oliver Cox . . . . . Master
W. C. Parsons, L. Box 318 . . . . . Secretary
J. Crofton, L. Box 318 . . . . . Collector
J. C. Hogg . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.
Meets at 64½ N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 544 E. Main St. . . . . Master
C. C. Coit, 204 Baird st . . . . . Secretary
N. T. Bynon, 325 Mt. Vernon ave . . . Collector
F. J. Kistler, 212, 214 South High St . . Receiver
F F Ellis, 108 W. Maple St . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall . . . . . Master
C. A. Stevenson . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Piatt, Shimers, Warren Co. N. J. . Mag. Agent

Digitized by Google

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 33 West Ave . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
Harry Adams, 302 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St., and Pacific Ave.
C. A. Wilson, 147 Pacific Ave . . . . . Master
Mellick Shick, 141 Pacific Ave . . . . Secretary
P. C. Quick, Somerville, N. J . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . . Receiver
D. M. Blake . . . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . . Collector
Wm. Hugo, 45 Ruckle St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind., Mag Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 128 Congregation St., . . Mag. Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 431 N. 4th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
W. M. Shirley, Box 341 . . . . . Master
John White, Box 346 . . . . . Secretary
John White, Box 346 . . . . . Collector
A. S. Aiken, Box 395 . . . . . Receiver
John Keppert, Box 78 . . . . . Magazine Agent

18. WEST END; Slater, Mo.
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 . . . . . Master
C. S. Frazier . . . . . Secretary
Greeley Olds . . . . . Collector
Andy Kinney . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 . . . . . Master
W. J. Patten, Box 8 . . . . . Secretary
H. E. Huston, Box 8 . . . . . Collector
J. S. Raitt, Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 . . . . . Master
W. R. Von Harten, Box 412 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
W. R. Harlow . . . . . Receiver
Geo. Morse, Box 400 . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., at Eighth and Lafayette Sts.
P. C. Snyder, 728 S. 18th St . . . . . Master
Eli Giclas, 1021 Gratton St . . . . Secretary
Chas Ladenberger, 800 Geyer S. . . . . Collector
W. A. Murphy, 944 Chouteau Ave . . . . Receiver
Eli Giclas, 1021 Gratton St . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, Box 367 . . . . . Master
F. A. Bonner . . . . . Secretary
Dan. O'Connor . . . . . Collector
Jas. A. Gibson . . . . . Receiver
C. W. Patterson . . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
J. H. Snoddy, Box 7 . . . . . Secretary
J. S. Ott, Box 381 . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
J. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell Box, 144 . . . . . Master
F. E. Green . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
J. W. Terrell, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith . . . . . Master
P. J. Ashton . . . . . Secretary
H. C. Barron . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays in B. L. E. Hall.
A. E. Brown, Box 1057 . . . . . Master
Thomas Williams . . . . . Secretary
H. E. Megee . . . . . Collector
Frank Snyder . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
Fred. McArdle, 67 6th Ave . . . . . Master
J. E. Collins, 95 Fifth ave . . . . . Secretary
Harry McCue, 95 5th Ave . . . . . Collector
C. B. Everette, 46 avenue A . . . . . Reciever
S. D. Byers, 252 Third St. W . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins . . . . . Master
John Stewart . . . . . Secretary
W. H. Coleman, Box 214 . . . . . Collector
A. Coffenberger . . . . . Receiver
W. H. Coleman, Box 214 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
F. S. Patton, Box 292 . . . . . Master
John Schuster . . . . . Secretary
Max Newbowrs . . . . . Collector
J. H. Fulton, Box 706 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and R. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St . . . . . Master
R. A. Corson, Box 1154 . . . . . Secretary
E. T. Gregory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 1001 Commercial St . . . . Master
C. H. Salisbury, 108 Fourteen h St . . . Secretary
W. D. Foster, 1308 N. Main St . . . . . Collector
Frank Johnson, 713 North st . . . . . Receiver
Chas. H. Norries, 1935 Commercial st., Mag. Agent

32. BORDER; Ellis, Kansas.
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 . . . . . Master
J. L. Clark, Box 244 . . . . . Secretary
A. M. Petrie, Box 103 . . . . . Collector
T. J. Welsh, Box 107 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

Digitized by Google

33. SUCCESS; Trenton, Mo.
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
C. J. Snyder . . . . . Master
R. N. Sugg, Box 250 . . . . . Secretary
Wm. Eckermen . . . . . Collector
F. White . . . . . Receiver
Frank Park . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 412 Eleventh Ave . . . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
H. Kastler . . . . . Collector
J. J. Orchard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meets in Red Men's Hall at 2 P. M. Sundays
Chas. Ernst, 182 Union St . . . . . Master
G. H. Newbury, 160 N. Sixth St . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . Collector
F. T. Korty, 29 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets every Sunday at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
John McDarrah . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . Secretary
C. J. Dahl, 3052 9th Ave . . . . Collector
Carl Boltz, 3027 Fifth Ave . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
C. W. Millspaugh . . . . . Collector
W. Cavenaugh, 902 N. Lee St . . . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 . . . . . Master
John Benedict . . . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets in Good Templars Hall 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . Master
John Cashen, Cor. Clymer and Broom streets . . . . . Secretary
Joseph Parish, Clymer St . . . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave . . Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.
Meets 2d and 4th Saturdays of each month at 2:30 P. M.
James E. Shortle, 607 So. 11th St . . . . . Master
E. R. Patterson, Southwest Corner 16th and Mitchell Ave . . . . . Secretary
James Hyndman, 2216 S. 6th St . . . . Collector
Geo. E. Punshon, 1418 South 10th st . . Receiver
C. B. Wilson, 1003 Mitchell St . . . . Mag. Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jacksonian Hall on Missouri and Main sts.
T. J. Hayes, Box 375 . . . . . Master
C. E. Long, Box 354 . . . . . Secretary
John U. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets in Quapaw Hall every Monday night.
Jept Stout, 806 W. Fifth St . . . . . Master
Ed Chamberlain, 815 Water St . . . . . Secretary
Thos. A. Howell, 1704 W. 3d St . . . . Collector
George Emery, 1409 West 4th St . . . . Receiver
W. N. Horton, 1704 W. Third St . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . . Master
A. D. Hensley, 911 E. Reservoir st . . . Secretary
J. Shafer, 416 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . Receiver
W. Maisenbacher, 1228 E. Capitol ave, Mag. Agent

47. TRIUMPHANT; Chicago, Ill.
Meets in P. S. O. A. Hall 2 1 and 4th Tuesdays at 8 P. M.
Thos. S. Deegan, 298 E 22d St . . . . . Master
Chas. Scheckner, 1440 Indiana Ave . . Secretary
A. P. Booth, 1537 Indiana Ave . . . . Collector
Peter Schlacks, 1533 Michigan Ave . . . Receiver
A. P. Booth, 1537 Indiana Ave . . . Mag. Agent

48. W. F. HYNES; Peoria, Ill.
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St . . . Master
W. A. McMillan, 313 W. Jefferson st . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall.
A. H. Sutton, 975 N. Water St . . . . . Master
Geo. Green, 1172 E. Marietta St . . Secretary
Wm. H. Slater, 637 E. North st . . . . Collector
Geo. Bashford, 120 N. Church St . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, 524 Fifty-sixth St . . . . Master
John E. Davis, 5530 Butterfield St . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 4031 State St . . . . . Receiver
R. R. Bailey, 5026 State St . . . . . Mag. Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
E. R. Harlan . . . . . Master
Michael Gaffney . . . . . Secretary
George Hasler . . . . . Collector
C. H. Swingler . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
H. C. Swadener, 1828 E Spear St . . . . . Master
F. P. Jackson, W. Washington St . . . Secretary
F. M. Wilt, 822 Fifteenth St . . . . Collector
E. H. Laing, 1724 Smead St . . . . Receiver
F. M. Wilt, 822 Fifteenth St . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh, 2 Pine St . . . . . Master
Jno. Gallagher, 128 West St . . . . . Secretary
Jas. T. Bunt, 475 Neosha St . . . . . Collector
A. E. Pearce, L. box 1201 . . . . . Receiver
W. R. Samuels . . . . . Mag. Agent

Digitized by Google

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Supples Bros. Hall.
J. J. Evans, Box 542 . . . . . Master
L. H. Kettler, Box 113 . . . . . Secretary
G. C. Brooks, Box 1171 . . . . . Collector
R. A. Blades, L. Box 1474 . . . . . Receiver
J. S. Hannah, Box 1574 . . . . . Mag. Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. L. Sellers, L. & N. Shops . . . . . Master
Jacob Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, 128½ High St . . . . . Collector
Laurence Fox, 134 High St . . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
D. L. Collier . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
J. J. Smith . . . . . Receiver
T. H. Robotham . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 7 Davis st . . . . . Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
A. W. Spurr, 76 Hammond St . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
M. N. Lines 313 Spring St., Pueblo . . . . Master
Wm. Walk, Block T, No. 59, Pueblo . . Secretary
Gus. Gleyre, 307 Spring St., Pueblo . . Collector
M. C. Donnelly, care Pueblo Smelter . . Receiver
R. S. McAlpin . . . . . Mag. Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
B. F. Pettit, 1838 Marshall St . . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
John A. Falls, 2224 N. 2d St . . . . . Receiver
B. F. Pettit, 1838 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 989 Burr st . . . . . Master
D. Lordan, 989 Burr st . . . . . Secretary
R. Hetherington, 584 Grove st . . . . Collector
A. E. Carle, 174 Acker st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Vermillion Co., Ill . . . . . Master
E. E. Partlow, 713 N. Hazel St . . . . Secretary
John Wakely, Box 772 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
T. A. Hudson . . . . . Mag. Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
J. A. Robinson . . . . . Collector
W. D. Grimes . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station . . . . . Master
Fred Link, Belleville Station . . . . . Secretary
Wm. Logue, Box 9. Belleville Station . Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M
Jas. Pratt, 73 Huron St . . . . . Master
S. Vaughan, 228 Wellington St . . . . Secretary
Jas Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 228 Wellington St . . . . Receiver
Geo. E. Crowhurst, 152 Farley Avenue . . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . . Secretary
J. E. Thompson . . . . . Collector
Pat Keating . . . . . Receiver
Fred Rogers, 763 Jessie St. . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips . . . . . Master
T. J. Beehler, Box 558 . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
T. J. Beehler, Box 558 . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
T. Coshey, Box 411 . . . . . Master
I. H. Stout, Box 411 . . . . . Secretary
I. H. Stout, Box 411 . . . . . Collector
Jas. Rutledge, Box 411 . . . . . Receiver
E. Vallimant, Box 411 . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, L. Box 1183 . . . . . Master
John B. Ingalls . . . . . Secretary
R. W. Mills . . . . . Collector
Elmer Kerr . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Geo. M. Kern, 430 So 3d st . . . . . Secretary
Garret M. Western, 565 Bridge St . . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 18 Castle St . . . . . Master
Chas. A. Smith, 124 Central St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
T. E. Davidson, Junction Depot . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meets in Forresters' Hall alternate Mondays.
D. McDonnell, 1114 W 20th St . . . . . Master
R. H. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City . Collector
W. B. Roberts, 1641 Madison Ave . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agent

Digitized by Google

75. ENTERPRISE; Philadelphia, Pa.
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
S. H. McFarland, 4059 Gilbert St . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3021 Aspen St . . . . . Collector
W. H. Guthrie, 676 N. 34th St . . . . . Receiver
Frank Dupell, 3021 Aspen St . . Magazine Agent

76. NEW ERA; Breckenridge, Minn.
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian . . . . . Master
John C. Nolan, L. Box 235 . . . . . Secretary
W. C. Hall . . . . . Collector
C. S. Hurd . . . . . Receiver
Fred Whitbred, Box 84 . . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St . . . . . Master
W. F. Brundage, 1216 Larimer St . . . Secretary
Ed O. Penny, 2609 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meet 1st and 3d Saturdays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
M. Maroney, 510 E. Saline St . . . . . Master
S. M. Morrow, 318 Engineer St . . . . . Secretary
W. A. Clark, 1323 E. 4th st . . . . . Collector
W. U. Wiley, 255 E. Saline St . . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
John Hyndman . . . . . Master
Chas. E. Stone . . . . . Secretary
Chas. E. Stone . . . . . Collector
Eugene Downey . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over No. 8 Broadway, every 2d Sunday.
John S. Slick, 447 Main St . . . . . Master
W. B. Miller, 110 Main St . . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
Frank G. Boomer, 261 South Ave . . . Receiver
Fred. E. Diamond, Tremont House . Mag. Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Thomas Riley, Box 1692 . . . . . Master
Geo. Watts, Box 1045 . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
Thomas Riley, Box 1692 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . . Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Morgan F. Miller, 1214 Western Ave . . . Master
W. E. Richmond, 820 N. Girard Ave . . Secretary
O. R. Craig, 129 N. Seventh St . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave . . Mag. Agent

83. TRINITY; Fort Worth, Texas.
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . . . Master
M. E. Finnegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
James Jay, Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St . . . . . Master
W. Powell, Bennett St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . . Collector
E. C. Wilder, 50 Southern Ave . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 . . . . . Master
Geo. L. Sutherland, Box 962 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
Rich. Roggeveen, L. Box 1126 . . . . . Receiver
J. T. Wantland, L. Box 1653 . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall
F. E. Roflee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
John O'Donnell . . . . . Master
Wm. Murray . . . . . Secretary
John O'Donnell . . . . . Collector
John Yount . . . . . Receiver
Jake Thinnes . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
C. H. Oliver . . . . . Master
Chas. Hanmer, Box B . . . . . Secretary
Chas. Hanmer, Box B . . . . . Collector
C. H. Olliver . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.
Meets in Odd Fellows Hall 1st and 3d Sundays.
C. B. Lumsden . . . . . Master
C. D. Crighton . . . . . Secretary
Fred Smith . . . . . Collector
C. B. Lumsden . . . . . Receiver
E. Ware Boyd, National City, Cal . . Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1855 Mission St . . . . . Master
Charles A. Crites, 203 Sixteenth St . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
T. D. Manhire, 2738 Sixteenth St . . . . Receiver
Thos. D. Manhire, 2738 16th St . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
E. J. Concaunon, 1007 Park St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
A. J. Ebersoll, 1213 Bank St . . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 . . . . . Master
Al. Hoffman, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
J. C. Clancy, L. Box 218 . . . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . . Master
Geo. Pace, 269 W. Kinzie St . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 224 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 . . . . . Master
Frank Ray, Box 695 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
J. W. Chisholm, Box 695 . . . . . Receiver
John Leibtag, Box 695 . . . . . Magazine Agent

Digitized by Google

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
J. A. Westerfield, Box 72 . . . . . Collector
Harry Davis, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 41 First Ave . . . . . Master
J. B. Ward, 74 Culver Park . . . . . Secretary
A. J. Pope, 495 E. Main St . . . . . Collector
Geo. Kingsley, 22 Upton Park . . . . Receiver
Clarence Desacia, 32 Woodbury St . . Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
A. M. Freeman . . . . . Secretary
P. J. Burke . . . . . Collector
R. E. Hockersmith . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 . . . . . Master
J. H. Murphy, L. Box 523 . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
F. S. Templeton . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave . . . . . Master
W. L. Carss, 849 Thirteenth St . . . . . Secretary
John Loveless, 1203 Fillmore St. . . . . Collector
J. W. Combs, 1321 Buchanan St . . . . Receiver
C. M. Krull, 618 E. Locust St., Des Moines, Iowa . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1212 Twelfth St . . . . . Master
J. J. Lawson, 1108 12th St . . . . . Secretary
Jas. O'Mally, 940 Magazine St . . . . Collector
J. J. Lawson, 1108 12th St . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Chrisinger, Box 76 . . . . . Master
Fred. G. Grandeman . . . . . Secretary
Chas. Heimberger . . . . . Collector
J. E. Doran, Box 76 . . . . . Receiver
Chas. Heimberger . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 130 E. Main St . . Secretary
J. L. Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . Receiver
U. G. Westfall, 423 S. Academy St . . Mag. Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays over Master Mechanic's Office.
Edward J. Cummings, 1871 Washington St . . . . . Master
D. W. Mason, 420 High St . . . . . Secretary
Charles McRay, 181 High St . . . . . Collector
John P. Sandry, 162 High St . . . . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets in Zimmerman's Hall every Thursday evening.
M. Dean . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
E. W. Armor, Box 701 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
F. B. Row . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
William Gordon, Box 20 . . . . . Master
Michael Hurley . . . . . Secretary
F. L. Hindle . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. A. Osterwald . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St . . . . . Master
W. M. White, 914 Chouteau Ave . . . . Secretary
O. L. Dearing, 1603 Washington ave . . Collector
J. L. Pate, 3034 Rutger St . . . . . Receiver
J. L. Pate, 3034 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . . . Master
Zeno Kirk . . . . . Collector
Chas. F. Pillard, L. Box 236 . . . . . Receiver
L. R. Castner . . . . . Magazine Agent

111. BEACON; Mattoon, Ill.
Meets in K of L. Hall Sunday at 2:30 P. M.
R. W. O'Brien, Box 45 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson . . . . . Master
Henry Lopas . . . . . Secretary
Geo. Van Doozer, Camas . . . . . Collector
Wm. Fach . . . . . Receiver
E. G. Leaf, Ogden, Utah . . . Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
W. S. McGuire, Box 406 . . . . . Master
James N. Boggs . . . . . Secretary
Michael Welch . . . . . Collector
John Dunne . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . . Secretary
G. E. Labitt, So. 25th, bet. Church and Winnie Sts . . . . . Collector
John Tarpy, Cor. H and 38th Sts . . . . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.
Daniel Hartman, Box 62 . . . . . Master
Samuel Carson . . . . . Secretary
J. N. Timens, Box 3 . . . . . Collector
E. G. Hubbard, Box 127 . . . . . Receiver
W. Brown . . . . . Magazine Agent

Digitized by Google

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law . . . . . Master
T. R. Jackson . . . . . Secretary
G. A. Pearson . . . . . Collector
John Kelley . . . . . Receiver
F. Driuer . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, I. C. Ry. Station . . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
James Fohy, I. C. Ry. Station . . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
Simon Mangan, 196 Shomard St . . . . Secretary
L. G. Rousson, 58 Gertrude St . . . . Collector
F. H. Livingston, 59 Jackson St . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
F. E. Potter . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
N. Hiltner, L. Box 49 . . . . . Collector
Albert Sanks . . . . . Receiver
E. J. Summers . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass St.
Albert Cole, 1618 Jackson St . . . . . Master
F. W. Perkins, 1606 Chicago St . . . . Secretary
William Cummings, 1306 South 12th St, Collector
Albert Cole, 1618 Jackson St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

124. PILOT; Perry, Iowa.
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
D. Jackson, Box 71 . . . . . Collector
W. B. Howe, Box 153 . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speers, 605 S. Third St . . . . . Master
F. G. Stewart, 211 S. Third St . . . . . Secretary
H. C. Boggie, East Linn St . . . . . Collector
Miles Kelleher, 302 S. First St . . . . Receiver
J. H. Crellin . . . . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month in Hays' Hall.
P. F. McNamera . . . . . Master
C. O. Cornforth . . . . . Secretary
August Olson . . . . . Collector
C. O. Cornforth . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St . . . . . Master
W. H. Woods, 14 Patrich St . . . . . Secretary
W. H. Woods, 14 Patrick St . . . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets in Coleman's Hall 1st and 3d Sundays.
J. W. Clayton, Box 55 . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 622 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliffe, 560 Pierce street . . . . . Master
P. F. Fox, 293 Pierce St . . . . . Secretary
Malcolm D. McDonald, 674 Jefferson St, Collector
Thomas Dwyer, 304 VanBuren St . . . . Receiver
Frank E. Search, 496 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
F. Cosgrove . . . . . Master
Wm. McMulkin . . . . . Secretary
Wm. D. Goltz . . . . . Collector
C. Archibald, Box 492 . . . . . Receiver
Geo. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.
W. J. Coleman, Box 7 . . . . . Master
M. F. Murphy, Box 100 . . . . . Secretary
Geo. Coleman . . . . . Collector
Anthony Hagen . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery . . . . . Master
W. G. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
Arthur Herider . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson . . . . . Master
H. E. Cowan . . . . . Secretary
M. I. Spaulding . . . . . Collector
E. W. Gibson . . . . . Receiver
Louis Lepine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
E. A. Seegar, Box 184 . . . . . Master
R. F. Lange, Box 184 . . . . . Secretary
C. D. Smith, Box 184 . . . . . Collector
R. F. Lange, Box 184 . . . . . Receiver
F. Fitch, L. Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
George Pratt, Box 166 . . . . . Master
Wm. Rodgers . . . . . Secretary
Joseph Kelcher . . . . . Collector
John Jeffries . . . . . Receiver
J. Jefferies . . . . . Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. C. Allen . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. W. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

Digitized by Google

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
James A. Flack . . . . . Master
Sam Shaunnessy, 16 Crocker St . . . . Secretary
John Guhin, Box 1597 . . . . . Collector
Sam Shaunnessy, 16 Crocker St . . . . Receiver
John Barrons . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
Wm. Allen, Box 31 . . . . . Master
George Landes, Box 31 . . . . . Secretary
L. J. Whyers, Box 31 . . . . . Collector
J. J. Norton, Box 31 . . . . . Receiver
L. H. Whyers, Box 31 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Masonic Hall.
E. F. Zimmerman, Box 599 . . . . . Master
L. W. Jones, Box 122 . . . . . Secretary
G. E. Baldwin, Box 599 . . . . . Collector
S. D. Alger, Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets in Grand Army Hall every Wednesday at 7:30 P. M.
A. J. Kohler, 84 Allen St . . . . . Master
H. L. Westerman, 20 W. Lewis St . . Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St . . . . . Collector
W. R. Fredricks, 415 Lafayette St . . . Receiver
M. H. Durnell, 20 Duryea St . . Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rapparlie, cor Collinwood Ave and Vance St . . . . . Master
G. W. Nesper, 420 Broadway . . . . Secretary
L. H. Heeman, 39 Sumner St . . . . . Collector
G. W. Nesper, 420 Broadway . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . . Master
J.W. Littlejohn, Berkley. Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, West Oakland P. O. . . . . Reriever
R. H. Potts, 1793 Seventh St. . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
L. H. Marshall 329 Austin St . . . . . Master
Robt. Nicholson, 818 Ave. D . . . . . Secretary
H. S. Lynch, 1218 Ave. D . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 W. Commerce St., Mag. Agent

146. BAYOU CITY; Houston, Texas.
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
S. N. Garvey, 54 Sems St . . . . . Master
F. M. Bettis, 5 Murray St . . . . . Collector
M. D. Homan, 45 Hardey St. . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 3:30 P. M.
J. M. Russ, Ft. Worth, Texas . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
W. R. Sherwood . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way, Box 1342 . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. A. Donahue, 311 W. 55th St . . Secretary
Sam. Loasby, 2507 Eighth Ave . . . . . Collector
P. Witzel, 400 E. 121st St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217, L. I. Mich . . . . Master
Arthur Bishop, Marquette, L. S., Mich . Secretary
Fred Brown, Marquette, L. S., Mich . Collector
Chas Zryd, Marquette, L. S., Mich . . . Receiver
Chas. Zryd, Marquette, L. S., Mich . Mag. Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry . . . . . Master
W. F. Baines, 120 Queen St . . . . . Secretary
James Painter, 12 Crook St . . . . . Collector
Wm. Broughton, 18 Inchburry St . . Receiver
Wm. Broughton, 18 Inchburry St. So Magazine Agent

152. NORTH POLE; West Bay City, Mich.
Meets in Odd Fellow's Hall 1st and 2d Sundays.
E. L. Jacoby, Box 605 . . . . . Master
Fred C. McDonald, Box 662 . . . . . Secretary
John Mainex, Box 902 . . . . . Collector
Fred W. Cooper . . . . . Receiver
Fred C. McDonald, Box 662 . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
G. K. Bates, 123 N. Barbee St . . . . . Master
A. Barr, Cottage House . . . . . Secretary
A. Kelsey, 20 Little St . . . . . Collector
John Haggart . . . . . Receiver
D. W. Dungan, Box 1522 . . . . . Mag. Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
W. L. Miller, Box 432 . . . . . Master
A. L. Bardsley . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
Arthur Hill . . . . . Receiver
W. D. Frisby . . . . . Mag. Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
. . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
W. E. Scott . . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
W. E. Scott . . . . . Magazine Agent

156. NECHES; Palestine, Texas.
Meets in Engineers' Hall every Saturday night.
M. P. Gibson, Box 256 . . . . . Master
J. H. Colemar, Box 256 . . . . . Secretary
L. T. Branham, Box 256 . . . . . Collector
R. F. Wright, Box 256 . . . . . Receiver
S. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty . . . . . Master
John Malin, Jr . . . . . Secretary
F. A. Mills . . . . . Collector
H. P. Matthews . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Tim. Teahen, 447 Clinton St . . . . . Master
J. Nopper, 217 Crogan st., ... Secretary
E. Heidenrich, 124 Hastings St . . Collector
J. Nopper, 217 Crogan St. . . . . Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

Digitized by Google

159. W. H. THOMAS; Nashville, Tenn.
Meets every Saturday at 7:30 P. M., at Simmons' Hall. cor. Summer and Union Sts.
G. B. Fry, 124 Stevenson Ave . . . . . Master
J. F. Dutlinger, 616 S. Cherry St . . . . Secretary
T. J. Fitzgerald, N. & C. Round House . Collector
F. G. Harrison, 55 Stevens Ave . . . Receiver
W. D. Bledsoe, 11 Joseph ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
Morris Hoffman, 305 Olive St . . . . . Master
Julius C. Bailliff, 1605 Walnut St . . . . Secretary
Robert T. Skinner, 519 Harriet st. . . Collector
John K. Taylor, 109 Lincoln Ave . . . . Receiver
Jerry Burke, 606 S. 8th st., TerreHaute, Mag. Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
L. E Humpton 916 Wells St . . . . . Master
Chas. E. Turner, 413 South Main st . . Secretary
B. Coughlin, 413 Maple St. . . . . Collector
S. W. Bowser, Round House . . . . . Receiver
P. Murphy, C. B. & Q. R. R. . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meet in B. of L. F. Hall 505 Main st. every Wednesday at 7:30 P. M. and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth st . . . . . Master
Fred Schuler, 903 Marion st . . . . . Secretary
D. F. Wagner, 208 Fourth st . . . . . Collector
A. H. Gordon, cor. Main & Marion sts . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
Tim Carder . . . . . Master
A. J. Englehart . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon, Box 56 . . . . . Receiver
Henry Peelle . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday Evenings in I. O. O. F. Hall, on Broadway.
S. E. Mosshammer . . . . . Master
F. N. Stewart . . . . . Secretary
R. H. Murch . . . . . Collector
J. J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets in Firemen's Hall every Monday at 7 P. M.
W. H. Dailey . . . . . Master
G. W. Adams . . . . . Secretary
Geo. B. Richardson . . . . . Collector
A. J. Broughton . . . . . Receiver
Ed McClure . . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Mee's in Engineer's Hall every Wednesday evening.
W. S. Cox . . . . . Master
F. Zeppenfield, Box 523 . . . . . Secretary
C. W. Hammond . . . . . Collecter
C. C. Robertson, Box 844 . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore . . . . . Master
Wm. Birkett, Box 242 . . . . . Secretary
G. A. Ferguson, L. Box 332 . . . . . Collector
Jno. Belat . . . . . Receiver
G. A. Ferguson, L. Box 332 . . . Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
Chas. McCain, 802 Caledonia St . . . . Secretary
J. P. Rolleston, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham 31 S. Divison St . . . . . Master
W. N. Keily, 17 Oak St . . . . . Secretary
H. S. Hynes, 45 Hill St . . . . . Collector
A. H. Spencer, 18 Elm St . . . . . Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
T. Walter Bandy . . . . . Master
Geo. E. Coon, Box 909 . . . . . Secretary
L. L. Neibling, Box 784 . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
Jno. F. Bliss, Box 463 . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 . . . . . Master
T. W. Hennessey . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
T. W. Turner, 38 Loyd St.. Le Breton Flats . . . . . Master
J. G. Armstrong, Richmond Lodge . . Secretary
Starr Stewart . . . . . Collector
T. W. Turner, Rochesterville P. O. . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
H. Heide . . . . . Master
Chas. McCauley . . . . . Secretary
John C. Bull . . . . . Collector
C. F. Evans, Albuquerque, N. Mex . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 503 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . . Receiver
Wm. H. Morne. 1703 Penn. ave. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets in Donovan's Hall every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 . . . . . Master
J. R. Phillips, Box 214 . . . . . Secretary
H. M. Worthington, Box 214 . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 214 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets in Emporium Hall Tuesdays, at 8 P. M.
Wm. Burrows, 840 W South Temple St . Master
W. J. Horne, 161 Third W. St . . . . . Secretary
Henry Junkeman, 556 Third South St.. . Collector
Geo. M. Edwards, Box 586 . . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 . . . . . Master
J. E. Gardiner, 13th st. bet. V. & W. st . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
J. K. Robinson, 730 N. 10th st . . . . . Receiver
O. M. Freese, 13st., bet. V and W, Magazine Agent

Digitized by Google

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington ave., every Sunday at 2 P. M.
J. C. O'Connell . . . . . Master
M. S. Egan . . . . . Secretary
A. J. Jaeckel . . . . . Collector
C. Hewitt, care C. V. & C. R. R. . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley . . . . . Master
Alex. Hobson . . . . . Secretary
Thomas H. Cosford . . . . . Collector
James Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St . . . . . Master
A. H. Gifford, 350 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
S. A. Holman, Box 32 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
H. I. Miller, Box 151 . . . . . Receiver
S. A. Holman, Box 32 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M. in Irish Block.
Joe Bowsher, Box 777 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets in Beyer's Hall every Sunday at 2 P. M.
A. E. Roebuck, Box 311 . . . . . Master
J. F. Hallsey, Box 311 . . . . . Secretary
C. L. Webster, Box 311 . . . . . Collector
A. J. Hogarth, Box 311 . . . . . Receiver
N. A. Cooke, 264 Knower St, Toledo, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays of eaeh month.
G. M. Blackburn, 356 Forty-third St . . . Master
Henry Heringer, 432 Root St . . . . . Secretary
J. E. Callaghan, 2538 Butterfield St . . Collector
Wm. Stack, 3828 Shields ave . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets in Firemen's Hall 1st and 3d Sundays.
Louis H. Linn, Box 402 . . . . . Master
Louis H. Linn, Box 402 . . . . . Secretary
Harry Douglass . . . . . Collector
J. F. McDougal . . . . . Receiver
Morgan Callahan . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
F. F. Hutchison, 50 Artesian ave . . . . . Master
E. P. Tobias, 27 N. Oakley st . . . . . Secretary
Geo. P. Smith, 42 Artesian ave . . . . Collector
H. Price, 1019 A. Fulton st . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay, Wis.
Chas. Sharkey, Green Bay, Wis . . . . . Master
H. C. Bennett . . . . . Secretary
H. J. Brady . . . . . Collector
Phillip H. Deguire . . . . . Receiver
J. F. O'Conner, Box 449 . . . . Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . Collector
Emmet Wentworth, Sanborn, Iowa . . Receiver
Edward Smith, Sanborn, Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Box 90 . . . . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
R. A. Rhea . . . . . Secretary
J. S. Moss . . . . . Collector
F. H. Andrews . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 . . . . . Master
E. L. Hollister, Box 241 . . . . . Secretary
Milton Cheney . . . . . Collector
H. W. Smith . . . . . Receiver
J. J Dowling, Heron Montana . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets in K. of L. Hall Fridays, at 7:30 P. M.
Alex. Beckman . . . . . Master
J. E. Toner . . . . . Secretary
Ed. Purtell . . . . . Collector
Max. Schultz . . . . . Receiver
Peter Layug . . . . . Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets at 514 Harrison Ave., every Tuesday.
Wm. Braden, 204 W. 5th St . . . . . Master
S. W. Burdick, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Hiram Hicks, Box 97 . . . . . Collector
W. K. Lord, Box 147 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sundays.
T. H. Sheppard . . . . . Master
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop, Box 765 . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
J. B. Mawby . . . . . Collector
Chas. Stanfield, 308 North Watt St . . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. R. Curry, Box 210 . . . . . Master
Jas. Rayberry . . . . . Secretary
Jerry Finn . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry, Box 210 . . . . . Magazine Agent

Digitized by Google

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of L. Hall
D. W. Shea . . . . . Master
J. L. Jones . . . . . Secretary
Tim Coughlin . . . . . Collector
J. L. Jones . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets in Clough's Hall 1st Sundays at 2 30 P. M., and 3d Mondays at 7 P. M
Simet A. Barker, Box 1231 . . . . . Master
Frank H. Gordon, Box 1231 . . . . . Secretary
Albert Maunsell, Box 1231 . . . . . Collector
Frank Willis, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

203, GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 . . . . . Master
W. K. George . . . . . Secretary
M. W. Smith . . . . . Collector
Frank Whiteman, Box 26 . . . . . Receiver
F. Whetetman, Box 26 . . . . . Magazine Agent

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday evening at 7:30 in K. of P. Hall, East Las Vegas.
Samuel A. Smith, Box 156, East Las Vegas . . . . . Master
Jas C. Sharp, Box 71, East Las Vegas . Secretary
John Leckliter, East Las Vegas . . . . Collector
William H. Barnes, East Las Vegas . . Receiver
Wiles H. Rogers, East Las Vegas. Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 228 Kline St . . . . . Master
Chas. A. Marsh, 718 Handcock st . . . . Secretary
Chas. Riddle, 127 Adams st . . . . . Collector
J. R. Musselman, 620 Branner St . . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Thompkins, 511 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
M. D. Adams . . . . . Collector
C. H. G. Lee, Fernandina, Fla . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
T. S. Taylor . . . . . Master
A. K. McFarland . . . . . Secretary
George Kebert . . . . . Collector
Alphonso Minium . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
Charles A. Allen . . . . . Master
Chas. H. Wood . . . . . Secretary
J. J. Buckley . . . . . Collector
Daniel Creegan . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
W. R. Combs . . . . . Master
D. H. LaCrosse, Box 366 . . . . . Secretary
H. W. Collins, Box 274 . . . . . Collector
Thos. Dorcal . . . . . Receiver
H. Collins . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets eve y other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 . . Master
Charles R. Weeks, Box 497 . . . . . Secretary
Homer Eyguar, Box 646 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vrooman Box 497 . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P.M.
Weston S. Fritchman, 113 Coal St . . . . Master
W. H. McCormick, 425 Delaware St . . Secretary
J. R. Morris, Wilkes Barre St., near Cor. Lehigh St . . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St . . . . . Master
H. A. French, 4 Cedar St . . . . . Secretary
H. A. French, 4 Cedar St . . . . Collector
T. H. Lynch, 101 FactoryS t . . . . . Receiver
T. H. Lynch, 101 Factory St . . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block . .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
B. Flansburg . . . . . Receiver
J. H. Hiler, 1731 Maryland Ave . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets in Lehman's Hall, 861 Garden St.. 2d and 4th Sundays.
S. S. Small, 20 Olive St . . . . . Master
John Garrick, 123 Fourth St . . . . . Secretary
R. L. Carman, 739 Forrest St . . . . . Collector
J. A. Jones, 1100 Barclay St . . . . . Receiver
J. H. Hiler, 1731, Maryland Ave..Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
W. R. Taber, 222 Fourth St . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 60 Second St . . . . . Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 60 Second St . . . Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St . . . . . Master
Oliver A. Pope, F. R. R. Engine House, Charleston, Mass . . . . . Secretary
H. W. Cushing, 72 Day St . . . . . Collector
Geo. W. Alden, 94Mt. Vernon st . . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets in K. of P. Hall on 2d and 4th Sunday afternoons.
W. K. Larr, Box 242 . . . . . Master
J. H. Jordon . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
Meet 1st and 3d Sundays at 1:30 P. M., in Belle Heath Academy.
J. L. Weller . . . . . Master
C. W. Lord, Lovely Mount, Montgomery Co. . . . . Secretary
A. B. Hollman, Lovely Mount, Montgomery Co . . . . . Collector
E. J. Yingling, Lovely Mount, Montgomery Co . . . . . Receiver
Alex. Powell, Lovely Mount, Montgomery Co. . . . . Mag. Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
E. D. Cawley, 225, Washington Ave . . . Master
C. A. Peterson, 156 Fulton St . . . . . Secretary
Ed. F. McCarty, 2 Refuge St . . . . . Collector
John T. Sweeney, 189 Adams st . . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sunday of each month, in Cooper Hall.
Bailey Kennedy . . . . . Master
C. A. Richards . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
John McMillan, Jr., Box 73 . . . . . Master
E. J. Everett, Box A . . . . . Secretary
F. J. Burgess . . . . . Collector
W. K. Forbes . . . . . Receiver
M. Wright . . . . . Magazine Agent

Digitized by Google

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 738 . . . . . Master
O. G. Anderson, Box 49 . . . . . Secretary
Frank B. Rugg . . . . . Collector
Chas. C. Olney . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 299 E. Main St . . . . . Master
Frank Brandt, 227 E. Main St . . . . . Secretary
S. W. Malick, 199 E. Main St . . . . . Collector
John Cavins, 47 Drake St . . . . . Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

224. T. C. BOOEN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
John Mournan . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Ralusburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets every Monday night in Smith's Hall.
Burton Wheatley . . . . . Master
W. H. Wadland . . . . . Secretary
Con Goulding . . . . . Collector
Will Blannerhassett . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Wednesdays at 8 P. M
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets in G. A. R. Hall, Childs' Block, 1st and 3d Sundays at 2 P. M.
J. W. Spence, 33 Eldridge St . . . . . Master
G. B. Warner, 22 Robertson St . . . Secretary
W. A. Wrigley, 23 Doubleday St . . . Collector
Theodore Haskins, 30 Virgil St . . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agent

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 115 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
Judson Bayly, 514 E. Market St . . . . . Receiver
Emerson Wint. 1533 Mylert Ave . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Geo. W. Gilkerson, Livingston Ave. above Ontario St . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
Geo. Moore, 203 Lombard St . . . . . Master
W. C. Lytle, 1009 Lombard st . . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 419 E. 2d St., Wilmington, Del. . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
T. H. Smith, Box 1431 . . . . . Master
W. H. Tidaback, Box 1431 . . . . . Secretary
Sherman Gildersleeve, Box 1431 . . . Collector
H. McEwen, Box 915 . . . . . Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday evening and 3d Sunday afternoon in Hose House No. 2, St. George St.
Frank Probert . . . . . Master
Kenneth Campbell, Box 286 . . . . Secretary
Wm. C. Hunter, Box 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart, Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher . . . . . Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St . . . . . Master
P. S. Williams, 2903 Penn Ave . . . . Secretary
W. J. Adams, Arch St. above 28th . . . Collector
J. W. Walker, 2552 Penn Ave . . . . . Receiver
J. A. Miller, 301 Thirty-third St., Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
J. Grether, Box 118 . . . . . Master
J. G. Hoover . . . . . Secretary
J. P. Steele . . . . . Collector
J. R. Nutty . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays, in Tilton's Hall.
F. D. Glenn, Central Park, Ill . . . . . Master
M. J. Kennedy, 226 N. Wood St., Chicago, Secretary
M. J. Kennedy, 226 N. Wood St., Chicago, Collector
Thaddeus Chew . . . . . Receiver
M. J. Kennedy, 226 N. Wood St., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman, 1134 Jefferson St . . . Receiver
Henry Kortz . . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
F. L. Volk, Box 782 . . . . . Master
J. J. Quinlan, Box 405 . . . . . Secretary
J. J. Jennings . . . . . Collector
Jas. B. Healy . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Monday at 7:30 P. M.
Jas. F. Eaton, 312 Blackstone St . . . . Master
J. H. Bentley, 116 Cortland St . . . Secretary
M. A. Henry, 327 Quarry St . . . . . Collector
D. Green, 211 Orange St . . . . . Receiver
George Holden, 205 Beech st . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Gleam, Box 300 . . . . . Master
P. C. Hagerty, Box 300 . . . . . Secretary
John McCall, Box 300 . . . . . Collector
Andrew Krapf, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

Digitized by Google

242. WHEATON; Elmira, N. Y.
Meets in G.A.R.Hall 1st and 3d Sundays at 2 P.M.
Wm. M. Bacon, 363 Fulton St . . . . . Master
Chas. Barker, 916 College Ave . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Texarkana, Texas.
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark . . . . . Master
S. A. Oliver . . . . . Secretary
J. M. Painter, Bonham, Tex. . . . . Collector
E. H. Christman Glass Box 362. Texarkana, Ark . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
Jas. J. Deegnan, 298 E. 22d St . . . . . Secretary
Wm. Baxter, 657 W. 13 Place . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th St . . Magazine Agent

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts.
Douglas Grigor, 196 Liberty St . . . . . Master
A. Hutton, 117½ Barnard St . . . . . Secretary
J. J. Bannon, Cor. Wilson and Sims Sts . Collector
W. L. Ward, Cor. Tatnall and Huntington Sts . . . . . Receiver
Isaac R. Stelts, 13 Stewart St . . Magazine Agent

246. MACON; Macon, Ga.
Meets at M. & W. depot every Sunday.
W. M. Walker, 1325 Fourth St . . . . . Master
N. S. Outler, cor. Pine and 6th Sts . . . Secretary
James Boatwright, 454 Oak St . . . . . Collector
F. M. Vining . . . . . Receiver
J. I. Davidson, L. Box 482, Vicksburg, Miss . . . . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
Fred Carlisle, 310 Rawson St . . . . . Master
Geo. A. Fechter, 316 Rawson St . . . . Secretary
S. N. Pitchford, 58 Smith St . . . . Collector
John M. Baird, 194 Powers St . . . . Receiver
H. F. Waters, 316 Rawson St . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M., in G.A.R. Hall.
C. A. Mahan, Box 767 . . . . . Master
J. S. Brown, Box 704 . . . . . Secretary
W. Galliford . . . . . Collector
C. E. Hollis, Box 287 . . . . . Receiver
E. S. Tombes . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
John Broderick, So. Chicago . . . . . Master
Hugo Logan Judd, Cook County, Ill. . Secretary
John Broderick, So. Chicago . . . . . Collector
O. O. Onsley, So. Chicago . . . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
Wm. Hayes . . . . . Master
W. C. Daugherty . . . . . Secretary
C. H. Laman, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk . Master
John McAllister, Box 275 . . . . . Secretary
L. H. Yetter, Box 275 . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle . . . . . Master
Frank Stocker . . . . . Secretary
Geo. W. Ewing . . . . . Collector
Martin M. Hinkle . . . . . Receiver
Frank Stocker . . . . . Magazine Agen

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. . . . . Master
Robert Stackhouse, 697 Broad St. . Secretary
Thos. H. Decator, 45 Hart Ave . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts . . . . . Master
C. T. Crippen . . . . . Secretary
P. J. Farrell . . . . . Collector
J. P. Hoff . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 . . . . . Master
I. W. Jackson, Box 95 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
C. E. Gray, Box 383 . . . . . Receiver
W. H. Smith, Lock Box 464 . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
M. S. Mathes . . . . . Collector
G. W. McAleer, Box 47 . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
Albert McCready . . . . . Master
Winfield S. Kessler . . . . . Secretary
Patrick Boyle . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Thurday evening at 7:30.
Martin Norton . . . . . Master
A. S. Rienour . . . . . Secretary
J. Treadway . . . . . Collector
E. A. Leighty . . . . . Receiver
E. A. Devarraux . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday evening at 7:30.
Frank Bradbury, Box 51 . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall. Masonic building, 6th and K Sts.
E. Kunz, 1311 Ninth St . . . . . Master
J. D. Cummings, Box 107 . . . . . Secretary
J. A. Baker, 1007 I St . . . . . Collector
J. D. Cummings, Box 107 . . . . . Receiver
Louis E. Graham, C.P.r'nd house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 . . . . . Master
Israel Cook, Box 87 . . . . . Secretary
Wm. Hanway . . . . . Collector
Frank Ewing . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets 1st and 3d Saturdays, and 2d and 4th Tuesdays at 7:30 P. M.
William Hyndman . . . . . Master
Albert Madden . . . . . Secretary
William Hyndman . . . . . Collector
Alfred Stewart . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
Thomas Thrailkill, Box 55 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson Box 10 . . . . . Collector
A. E. Aikman, Box 10 . . . . . Receiver
A. Browson . . . . . Magazine Agent

Digitized by Google

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4. South Butte . . . . Master
Peter Grant, South Butte . . . . . Secretary
Geo. Tyndall, Box 832 . . . . . Collector
C. H. DeCamp, Box 5. South Butte . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue . . . . . Master
G. P. Downey, 13 Wenham avenue . . Secretary
Walter Follett . . . . . Collector
J. Kitselman, 68 California St . . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 3d Fridays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin . . . . . Master
Mat. Nilon . . . . . Secretary
L. Kittell . . . . . Collector
Frank Welsher . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

267. ENDEAVOR; Algiers, La.
Meets in St. Charles Hall at 2 P. M. every Sunday.
M. H. Brown, 78 Webster Ave . . . . . Master
J. E. Goff, 126 Elmira St . . . . . Secretary
Jas. Stockton, 58 Vallette St . . . . . Collector
A. B. Walters, 110 Pacific Ave . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 1327 Market St . . . . . Master
D. V. Cahill, 1327 Market St . . . . . Secretary
Jas. Harrington, 310 Long St . . . . . Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller St . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky. Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
D. Lucas, 407 Fifth St. S . . . . . Secretary
A. M. Getchell, 27 Second St. S . . . . . Collector
Chas. Kroft, 2116 Twenty-Ninth St. S . . Receiver
Sam Manhart, 2110 29th St. S . . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, 2d and 4th Wednesdays at 8 P. M.
R. A. Trezise, Box 30, Port Morris . . . . Master
Wm. Weiler, Box 25, Port Morris . . . Secretary
W. H. Blanchard, Port Morris . . . . Collector
Wm. Weiler, Box 25, Port Morris . . Receiver
Patrick Ash. Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets in Well's Hall 1st and 3d Sundays at 1:30 P. M.
Jno. S. Eveland, Jr . . . . . Master
J. E. Dineen . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
J. W. Gary . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . . Master
H. J. Sweeney, 1043 Seventh St . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
W. J. Bratton 1245 Pimon St . . . . . Receiver
H. J. Sweeney, 1043 7th St . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright . . . . . Master
C. H. Butcher, Charlottesville, Va . . Secretary
W. G. Dudley . . . . . Collector
J. H. White, 811 Stewart St., Staunton . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
C. W. Jenkins, N. N & MV. Round House, Master
W. V. Bradshaw, R. D. Round House, Manchester, Va . . . . . Secretary
W. R. Saunders, 4 N. 18th St . . . . . Collector
Wm. J. Burke, NN& MV Round House . Receiver
C. M. Lively, 905 North Fifth St . . . Mag. Agent

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver
Wm. Clinton . . . . . Magazine Agent

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . . . Master
R. H. McCarthy, L. & N. Shops . . . . Secretary
R. H. McCarthy, L & N. Shops, ... Collector
F. J. Carney, L. & N. Shops . . . . . Receiver
W H. Crawford, L. & N. Shops . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, L. Box 482 . . . . . Master
J. O. Brown, L. Box 482 . . . . . Secretary
W. H. Wright, L. Box 482 . . . . . Collector
J. O. Brown, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
E. M. Coe, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
A. W. Jennings, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe Box 87 . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 . . . . . Master
Jacob Myers, Box 185 . . . . . Secretary
George Hopewell . . . . . Collector
W. M. Jackson . . . . . Receiver
A. R. Reed . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
T. D. Fisher . . . . . Master
H. H. Hopkins . . . . . Secretary
W. H. Sarles . . . . . Collector
Wm. H. Stepheus, N. 7th St . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
F. W. Gibson . . . . . Master
Colvin Minnlear . . . . . Secretary
H. W. Baldwin . . . . . Collector
Kelley Holsclaw . . . . . Receiver
G. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in Ketler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Hallstead, Pa. . . . . Master
J. F. McCormick, Hallstead, Pa . . . . Secretary
T. L. Connelly, Great Bend, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
S. J. Connor. Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 110 Meadow St . . . Secretary
W. H. Dellert, 43 Carlisle St . . . . . Collector
Wm. A. Pyle, 46 Arthur St . . . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave. . . . . Magazine Agent

Digitized by Google

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St . . . . . Master
E. E. Bill, 27 Vine St . . . . . Secretary
B. A. Thayer, 112 Hopkins St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
I. C. Sterner, 50 Fairmont St . . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
Wesley Beck, 124 Sears St . . . . . Receiver
A Fixel, 1214 Miller St . . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets 1st, 3d and 4th Sundays at 1 P. M., in Ott's Hall. Twelfth St.
T. D. Trout, 2d ave. and 7th St . . . . . Master
J. C. Brode, 2326 Tenth Ave . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, cor 10th Ave and 24th St. Mag Agt

288. EMMET; Estherville, Iowa.
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 . . . . . Master
P. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
W. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. Anyan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st . . . . . Master
L. R. Bickel, 510 Bluff st. So. . . . . Secretary
J. W. Rowland, 406 N. 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 510 Bluff St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
George Smith, Sheffield ave near Atlantic ave . . . . . Master
G. W. Bruno, Station E . . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, Fulton St and Manhattan Crossing, Station E . . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

292. POCAHONTAS; Holden, Mo.
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
G. Y. Smith . . . . . Master
J. G. Vogelsang . . . . . Secretary
. . . . . Collector
W. M. Bedell . . . . . Receiver
G. R. Johnson . . . . . Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . Master
W. J. Sharkey, 2607 Hewson St . . . . . Secretary
J. J. Haughey . . . . . Collector
D. J. Kilty, 2809 Edgemont St . . . . Receiver
Eugene Farley, 2658 Memphis St, Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262 . . . . . Master
G. W. Lynch, Box 262 . . . . . Secretary
O. G. Temple, Box 262 . . . . . Collector
J. L. Williamson, Box 262 . . . . . Receiver
G. W. Lynch, Box 262 . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
George Dougherty, 214 W. Front St . . . Master
A. R. Kough, 1235 Harrison St . . . . Secretary
A. R. Kough, 1235 Harrison St . . . . Collector
F. Daily 320 East Front St . . . . . Receiver
C.F. McSteen, care John McSteen, Magazine Agent

296. AT LAST; Knoxville, Tenn.
Meets every Saturday night at 7:30.
J. P. Ford, Richards St., near McGhee St . Master
W. C. Goodner, Richards St., near Mc-Ghee St . . . . . Secretary
C. F. Misener, 115 McGhee St. . . . . Collector
S. A. Presnell, Cor. McGhee and Clark St, Receiver
P. H. Gleason, 104 Jacksonborough St Mag Agent

297. CLARK; Jeffersonville, Ind.
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 . . . . . Master
C. E. Buehler . . . . . Secretary
P. J. Gavin . . . . . Collector
A. B. Chambers . . . . . Receiver
P. A. Coleman . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at 2817 Chouteau Ave., 1st and 3d Mondays at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . Master
J. W. Reynolds, 2132 Gratiot St . . . . Secretary
Charles A. Durnell, 512 Montrose ave . Collector
W. J. Murphy, 314 Montrose ave . . . . Receiver
John McClusky, 1418 Joab St . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance . . . . . Master
W. H. Zink . . . . . Secretary
G. R. Rock, Box 85 . . . . . Collector
C. H. Ridge, Box 87 . . . . . Receiver
James Butler . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays at 2 P.M.
A. S. Hewitt, Box 834 . . . . . Master
W. H. Roe L. Box 644 . . . . . Secretary
W. H. Henry, Box 49 . . . . . Collector
Jas. Whitby, L. Box 704 . . . . . Receiver
Lew Willson, 7th street . . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
S. J. Norris . . . . . Master
F. W. Thompson . . . . . Secretary pro tem
F. W. Thompson . . . . . Collector
W. M. Weeks . . . . . Receiver
F. W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 161 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
Jos. S. Shark . . . . . Master
C. E. Humphreys . . . . . Secretary
R. S. Hunt, Box 157 . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
J. H. Slattery, El Paso, Texas . . . . . Master
care Wm. Cockfield., Jimulco, Mexico.
D. Tracy, El Paso, Texas . . . . . Secretary
care Wm. Cockfield Jimulco, Mexico.
E. E. Benner, El Paso, Texas . . . . . Collector
care Wm. Cockfield, Jimulco, Mexico.
J. L. Lyttleton, El Paso, Texas . . . . . Receiver
care Wm. Cockfield, Jimulco, Mexico.
D. W. Dargitz, El Paso, Texas . . Magazine Agent
care Wm. Cockfield, Jimulco, Mexico.

Digitized by Google

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in Temple Hall, Sanborn block.
J. C. Muzzey, 46 School St . . . . . Master
F. H. Favor, 11 Fremont St . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prince St . . . . . Receiver
C.S.Woods, cor. Linden & Beacon sts. Mag Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House . . Master
Geo. W. Pettingill, B. & A. Engine House, ... Secretary
James Armitage, 56, Main St . . . . . Collector
M. D. Newton, Merrick, Mass . . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays.
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 228, Duke st . . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Mondays and 4th Saturdays in Schwallenberg Hall.
Wm. J. Simon, Box 78, Shuetzen Park, L. I., N. Y . . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y . . . . . Secretary
Robert Spears 100 Eagle St., Green Point, L. I., N. Y. . . . . Collector
Frank Simbler . . . . . Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
G. B. Meyers . . . . . Master
James Cole, Jr . . . . . Secretary
H. C. Martin . . . . . Collector
Joshua Rhodes . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets in V. A. L. Hall 1st and 3d Sundays.
Robert Rippen, Box 235 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
I. W. Miller, Box 341 . . . . . Collector
C. A. Howe, Box 379 . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hacket, Box 138 . . . . . Master
B. A. Downen . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7.30 P. M.
John Donovan, Box 32, Armstrong, Kan. . Master
Thos. McHale, Armstrong, Kan, . . . Secretary
M. S. Laughlin, Box 54 . . . . . Collector
Emmett Lewis, Armstrong, Kan . . . . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . . Master
George Lutton . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Oliver J. Ogden, 58 James st . . . . . Master
Wm. J. Murray, 68 High St . . . . . Secretary
Jas. A. Dardis, 85 James St . . . . . Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall. corner Jefferson and Bristol Sts.
P. J. Donovan, 708 S. Division St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . Secretary
Wm. H. Walsh, 1903 Broadway . . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
George Leeds . . . . . Master
Wm. Gordon, 836 Green St . . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
L. Brownback, 226 N. 9th St . . . . . Receiver
Charles H. Wesley, 603 North Third St. Pottsville, Pa . . . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward . Receiver
Wm. Carter, 23d Ward, Lytle St. . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday at 6:30 P. M., standard time.
John Roach . . . . . Master
J. C. Faight . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

320. DUNHAM; Martinsburg, W. Va.
Meets every Monday at 9:00 A. M.
W. M. Johnson . . . . . Master
C. B. Crowell . . . . . Secretary
G. W. Light . . . . . Collector
C. E. Cage . . . . . Receiver
J. F. Kiter . . . . . Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.
Meets in B. of L. F. Hall, First and Third Mondays at 7:30 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
Mark Bowles . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Hass, 2135 Darien St . . . . . Secretary
William Kelly, 923 Wallace St . . . . . Collector
Joseph Harrison, 668 Jay St . . . Receiver
Theo. Snyder, 720 Spring Garden St. Mag. Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in News Item Hall.
J. W. Fisher, Box 222 . . . . . Master
James Kelly, Box 174 . . . . . Secretary
Jeremiah Haley . . . . . Collector
James Kelly, Box 174 . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
Chas. H. Wesley, 603 N. 3d St . . . . . Master
W. H. Sowers, 102 Savoy St. Palo Alto, Pottsville, Pa. . . . . Secretary
T. F. Brennan, 393 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa . Magazine Agent

Digitized by Google

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall..
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 69 High St. . . . . Secretary
G. E. Lovelace, 8 Webster St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
C. Billington, 28 Hilton St . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
W. B. Cordingly . . . . . Master
J. M. Griffith . . . . . Secretary
Chas. Diffinbaugh . . . . . Collector
M. H. Smith . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis . . . . . Master
H. F. Zinn . . . . . Secretary
J. E. Kline . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic Hall.
R. H. Rundle, Box 141 . . . . . Master
E. Remy, Box 169 . . . . . Secretary
John Milheisler, Box 102 . . . . . Collector
C. Tunnicliff, Box 110 . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
E. D. Root, Wyandotte, Kansas . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
J. D. Flood, Box 34, S. Englewood . . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. . Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
B. W. Furbee, Ga. R. R. Shops . . . . . Master
P. J. Buckley, Cen. R. R. shops . . . . Secretary
W. T. Johnson, Ga. R. R. Shops . . . . Collector
John B. Nunn, 934 Fenwick St . . . . . Receiver
W. T. Johnson, Ga. R. R. shops . Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave., 2d and 4th Tuesday evenings.
B. F. M. Keller, 3921 Aspen St . . . . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1412 Clarion St . . . . . Secretary
H. A. Krauss, 1706 Afton St . . . . Collector
F. H. Hartzell, 1506 Lukens St . . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets in K. of L. Hall, alternate Sundays.
Alfred Pring, 20 Roch Lane, Montreal . . Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal . Collector
J. G. Brazeau, 111 Moreau St . . . . . Receiver
Thos. Keiller, Lachine P.O., Can., . Mag. Agent

336. FALL RIVER; Neodesha, Kansas.
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
W. Driscoll, Pierce City, Mo . . . . . Master
J. W. Chasteen . . . . . Secretary
J. A. McPaul . . . . . Collector
Chas. Koehler . . . . . Receiver
Mose Weekley . . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton F. Allis, 1802 Belleview Ave . . . Master
L. F. Stephens, 1624 Belleview Ave . . Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
Fred Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
George Severine . . . . . Collector
G. B. McManigal . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 781 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.
Chas. S. Druce, Box 357 . . . . . Master
J. M. Kelly, Box 567 . . . . . Secretary
Geo. J. Haas, Box 632 . . . . . Collector
J. G. Wright, L. Box 294 . . . . . Receiver
G. E. Gotham, Box 503 . . . . Magazine Agent

341. GOLD RANGE; Donald, B. C.
Meets every Wednesday at Odd Fellows' Hall.
David Morton, ... Master
Jas. Gander, ... Secretary
Jas. Gander, ... Collector
Arthur Randall, Donald, B. C. . . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Meets in Masonic Hall, 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin, Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . Magazine Agent

343. WHITSEITT; Charlotte, N. C.
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 . . . . . Master
Wm. A. Kizziah, Box 21 . . . . . Secretary
Chas. L. Cauble, Box 21 . . . . . Collector
R. G. Smith, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets in Phœnix Hall 1st and 3d Sundays at 2:30 P. M.
D. C. Dickert . . . . . Master
R. D. Morton, Box 368 . . . . . Secretary
R. D. Morton, Box 368 . . . . . Collector
L. B. Stults, Box 368 . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
Meet every 2d and 4th Sundays, at Cor. Reid and Second Sts.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelley . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelford, Box 86 . . . . . Master
F. T. Martin, Box 86 . . . . . Secretary
H. A. Hatch, Box 86 . . . . . Collector
J. I. Sizer, Box 86 . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

Digitized by Google

347. OLD FORT; Dodge City, Kansas.
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
B. S. Williams, L. Box 503 . . . . . Master
Wm. Pinkerton, Box 320 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
C. H. Voris . . . . . Receiver
John O'Brien, Box 329 . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
E. A. Stephens, L. Box 93 . . . . . Master
Joseph McCrary, L. Box 71 . . . . Secretary
T. H. Boynton, L. Box 13 . . . . . Collector
F. G. Schilke, L. Box 37 . . . . . Receiver
Ed Jacobson, L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union Hill . . . . . Master
L. T. Burns, New Durham, N. J . . . . Secretary
F. L. Wilber, Weehawken P. O., Union Hill, N. J . . . . . Collector
J. E. Boyle, Weehawken P. O., Union Hill, N. J . . . . . Receiver
F. L. Wilbur, Weehawken P. O., Union Hill, N. J . . . . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler . . . . . Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley . . . . . Collector
T. R. Mertz . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Eldredge Boyer . . . . . Master
Wilson Dotler . . . . . Secretary
George Dubler, Box 153 . . . . . Collector
Wm. Hartley . . . . . Receiver
E. S. Doudt . . . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
C. P. Kelley, Box 336 . . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. School and Forest street . . . . . Secretary
J. E. Pratt, 24 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . . Magazine Agent

354. HOBOKEN; Hoboken, N. J.
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 215 Erie St, Jersey City, N.J., Master
J. S. Kennan, 139 Second St . . . . . Secretary
E. C. Williams, Morristown, N. J. . . . Collector
A. Georgeot, 219 Park ave . . . . . Receiver
D. McNamara, Summit, N. J . . Magazine Agent

355. STONE CITY; Joliet, Ill.
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S Hickory St . . . . Master
Chris. Nolan, 102 Gardner St . . . . Secretary
M. O'Grady, 701 Scott St . . . . . Collector
T. F. Hannan, 411 S Desplanes St. . . . Receiver
Bernard Delgman, 901 Van Buren St., Mag. Agent

356. CHAUNCEY M. DEPEW; Albany, New York.
Meets in Miller Hall 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St . . . . . Master
Robt. J. Lilly, 57 First St . . . . . Secretary
P. S. Dormady, 24 Trinity Place . . . Collector
S. E. Sweet, 466 Broadway, E. Albany . Receiver
Jacob Campbell, 229 Second St . Magazine Agent

357. JUSTICE; Vanceboro, Maine.
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
Wm. A. Smith, Carleton, St. Johns, N. B., Master
J. E. Shea . . . . . Secretary
C. J. Tabor, Woodstock, N. B. . . . . Collector
D. C. West, Brewer, Maine . . . . . Receiver
F. W. Henderson, Fredericton, N. B., Mag. Agent

358. COOKE; Elma, Iowa.
Fred J. Swanson, Dubuque, Iowa . . . Master
E. W. Freeman . . . . . Secretary
Mark L. Murray, 285 Concord St., West St. Paul, Minn . . . . . Collector
C. J. Sleeper, 38 Chicago Ave., St. Paul, Minn . . . . . Receiver
E. F. Ward, 188 Custer St., West St. Paul, Minn . . . . . Mag. Agent

359. BIG FLINT; Wellington, Kansas.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown . . . . . Master
Ed. Herning, Box 372 . . . . . Secretary
Charles Weddle, Box 450, Cherryvale, Kan. . . . . Collector
Ed. Dickson, Box 365 . . . . . Receiver
W. H. Shields, L. Box 868 . . . . Magazine Agent

360. COLD SPRING; Springfield, Ohio.
Meets in Lenty's Hall, second and last Sundays.
George Goodenough . . . . . Master
Isaac Poling, 47 Lincoln Avenue . . . Secretary
John Murphy, 135 Linden S. . . . . Collector
Joseph Swabb, Walnut St . . . . . Receiver
Ed. McDermott, 224 Shelby St Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 706 N. 7th St . . . . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermerhorn, O. & M. shops . . Collector
Daniel Cadden, O. & M. shops . . . . Receiver
J. H. Deputy, O. & M. shops . . Magazine Agent

362. CATARACT; Niagara Falls, Ontario.
John J. Rogers, Suspension Bridge, N. Y., Master
John Murray . . . . . Secretary
J. C. Flynn . . . . . Collector
Thomas Histrop . . . . . Receiver

363. METROPOLITAN; New York, N. Y.
Meets at 648 Eighth Avenue, 2d and 4th Sundays.
Edward Hayde, 207 west 67th St . . . . Master
Wm. Van Velsor, Scarboro, N. Y. . . . Secretary
Frank Melins, 438 Tenth Avenue . . . Collector
R. E. Butterfield, 1111 Ninth Avenue . . Receiver
John J. Agne, Yonkers, N. Y. . Magazine Agent

364. SINGERLY; Philadelphia, Pa.
Geo. A. Valentine, 58th & Woodland ave . Master
John Hickey, 6,211 Woodland ave . . . Secretary
G. W Gregg, jr. Grace Ferry Sta'n B. & O., Collector
J. I Way, 205 Tome st Baltimore Co Md . Receiver
W. G. Staats, 6,211 Woodland ave . . Mag. Agent

365. VIOLET; Bellows Falls, Vt.
James Stack . . . . . Master
C. H. Thompson . . . . . Secretary
E. C. Wiley, Windsor, Vt . . . . . Collector
G. C. Farnsworth, Charleston, N. H . . Receiver
F. E. Keach, Brattleboro, Vt. . . . . Mag. Agent

366. HAGERSTOWN; Hagerstown, Md.
Meets every Sunday, in Red Men's Hall, corner Washington and Potomac Sts.
S. R. Hackers . . . . . Master
J. J. Morrow, Shepardtown, W. Va. . . Secretary
S. F. Johnson . . . . . Collector
D. A. Wallace . . . . . Receiver
. . . . . Mag. Agent

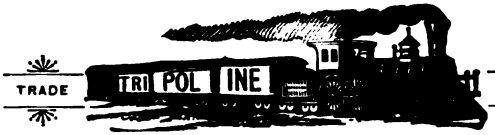
367. MORGAN CRANE; Summerset, Ky.
Meets 1st and 15th of each month, in Engineer's and Firemen's Ha l.
Horace G. Lucas . . . . . Master
James Ford . . . . . Secretary
James S. Morris . . . . . Collector
J. W. Fowler . . . . . Receiver
James S. Morris . . . . . Mag. Agent

Digitized by Google

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)
ESPECIALLY adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, i you push and introduce it. Some samples furnished, free, with order, and if polish is no found to be exactly as represented, may be returned, at our expense, and money refunded

Address, THE MATCHLESS METAL POLISH CO.,
198 and 200 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to
ZAISER & STEGMAN,
Rooms 2, 3 and 5, 27 South Meridian St.
Send for price list. **INDIANAPOLIS, IND.**

TO MAGAZINE AGENTS.

The following PRIZES will be given to the Lodge securing the largest number of PAID subscribers to the LOCOMOTIVE FIREMEN'S MAGAZINE, for the year 1887, viz:

For the Lodge—A Handsome Parlor Organ.

For the Agent—Fifty Dollars ($50) in Cash.

Each annual subscription will be counted equal to two semi-annual or four quarterly subscriptions.

The Prizes will be awarded January 1, 1888, to the Lodge having the largest number of paid subscribers on the Grand Lodge records on December 1st, 1887.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. NOVEMBER, 1887. No. 11.

THE BROOKLYN ELEVATED RAILROAD DISASTER

In the September number of the *Magazine*, a full account of the strike of the engineers and firemen employed on the Brooklyn Elevated Railroad was published, and the causes which led to the strike were fully stated. It is not required that we should do more, at this writing, than refer to that article in justification of what we may now have to say, about the disaster which occurred on Monday, September 19th. We doubt, if in the history of railroading, a case can be found in which the rights of employes were more shamefully disregarded, a case in which a General Manager and his satellites made a more detestable exhibition of themselves to the public. It will be remembered that the Grand Master of the Brotherhood of Locomotive Firemen and the First Grand Engineer of the Brotherhood of Locomotive Engineers, together with the State Board of Arbitration of New York, were by their united efforts unable to influence Col. Frederick Martin, General Manager of the road, to take any proper view of the situation. He would not consider the rights of employes nor the interests of the public. He cared nothing for the lives of the people who patronized his road. Influenced largely by his Master Mechanics, such creatures as Ball and Williams, his ambition was to break down the Brotherhoods of Engineers and Firemen, totally regardless of danger and death, wreck and ruin. In the conferences held with this General Manager, this embodiment of pomposity and perversity, venality and vulgarity, despotism and duplicity, bigotry and blasphemy, dog and dastard,—he was reminded of the dangers he invited by the employment of incompetent men, but he replied with heartless bravado, "I don't care whether the engineers and firemen are competent or not." The venal villain was willing to kill and maim his patrons, the men, women and children who traveled on his road, rather than pay competent men fair wages, and treat them as gentlemen. He was willing to place in positions of great responsibility men known to be not only unskilled, but creatures from the slums, drunken *scabs*, men without skill or character, men who had been found unworthy of trust and who had been discarded from other roads, bar room beats, a set of drunken, beggarly vagabonds, tramps in the most odious sense of the term, but still, the peer, the fit associates of Martin, the dirty poltroon, and his Master Mechanics, who fertilized him constantly with their venom. This General Manager Martin, the insufferable sneak, was told

Digitized by Google

that his policy would lead to disaster, that wrecks and the sacrifice of life would result, but he turned a deaf ear to every admonition, and pursued his infamous policy. What is the result?

It was on July 11th, 1887, that the competent engineers and firemen were driven from their employment on the Brooklyn Elevated Railroad. On September 19th, just sixty-two days, and sure enough the disaster came. Trains on the road went crashing into each other. The New York *World*, of September 21st, publishes the following detective's report:

"SEVENTEENTH PRECINCT, Sept. 19, 1887.—(Railroad Accident.)—About 7:10 this evening the elevated train going east drawn by Engine No. 5, ran into Engine No. 2, near Wyckoff avenue, and into train at Van Siclen station, Engine No. 12. Giles, engineer of No. 12; George Hallenback, engineer of No. 5.

Henry Belden, conductor of No. 5, right arm broken.

Edward Cooper, fireman of No. 5, fracture of right leg, contusion of body and leg and scalded.

The following passengers were injured:

Severini Garicia, Smith avenue, slight scalp wound.

W. S. Smith, Washington street, near Baltic, slight scalp wound.

Charles Browarth, Chestnut street, leg hurt (slight).

Alexander Schultz, Atlantic and Monroe streets, contusion of right hip.

Mrs. McGowan, Smith, near Broadway, right side injured.

Mrs. McGowan was taken home by Capt. French. Cooper and Belden were attended by Ambulance Surgeon J. F. Kuhn and removed to St. Mary's Hospital. Schultz was attended by Ambulance Surgeon J. F. Kuhn and was taken home by Officer Schellefn.

KORTRIGHT.

Why hundreds were not killed is not for us to say, but certain it is that it was not owing to the policy adopted by Martin, the monster, who, the moment the calamity occurred, sought by every device in his power to obscure the facts. Every man in his employ was ordered to close their mouths. The *World*, in its issue of the 21st, says:

"Since the accident the company's officials, acting doubtless under instructions from headquarters, have tried to close every avenue of information as to the real cause of what might have proved a frightful disaster, involving terrible loss of life. In this, however, they have been unsuccessful."

This effort on the part of Martin "to close every avenue of information," is itself an evidence of guilt, a confession that the policy of the road had been a murderous policy, and that the employment of incompetent men led to the disaster, and here we reproduce the comments of the New York *World*, July 17th, 1887, upon Manager Martin's determination to man his road with incompetent men. The *World* had a correct idea of the situation and was sufficiently fearless to utter warning notes. The *World* said:

The manager of the Brooklyn Elevated Railroad system seems to be a very positive man, and he is determined not to submit to a strike. He says that he will run the Brooklyn Elevated road with incompetent engineers until he makes the new employees competent. This is all very well for the manager, but the people whose lives will be imperilled while the roads are used as a school of instruction for engineers may make some objections. Besides, there are such things as coroner's juries and laws regarding manslaughter, and these may prove annoying if the railroad magnate's incompetent engineers should slaughter a few passengers while being made proficient.

The time has arrived for coroner's juries to speak, and for the laws regarding manslaughter to be put into vigorous operation. The venal villain, Martin, is responsible for the calamity which occurred on the Brooklyn Elevated Railroad, September 19th, and if justice prevails the scoundrel will go to Sing Sing. The idea that such a poltroon should have charge of an enterprise such as the Brooklyn Elevated Railroad, which transports millions of people, will not be permitted, if the law is not a bold farce. The people of Brooklyn will not, we conjecture, tolerate such a nuisance as Col. Frederick Martin, for as certain as fate, the calamity of which we write is only the beginning of a series of disasters which will follow, and which will thrill the country with horror, if Martin is permitted to retain control of the road.

The accident brings into the boldest possible prominence the fact, now almost universally recognized, that the two great Brotherhoods of Engineers and Firemen are absolutely essential to the safety of life, limb and property committed to the care of railroads. These Brotherhoods aim to supply railroads with competent men, skillful, trustworthy, men of character and

Digitized by Google

alive to responsibilities. This fact the miserable creature Martin knew, but he preferred hiring *scabs*, dead beats, vagabonds, because he could obtain the services of such creatures *cheap*, and the venal villain was willing to take all the risks incident to incompetency, and force his patrons to take the risk also. The people of Brooklyn have had a taste of Martin's policy and we shall see what course they will pursue, and shall be prompt to chronicle the outcome in the *Magazine*.

ADJUSTING GRIEVANCES.

Practical men are not anticipating the immediate dawn of the millennial era, that is, a time when human nature will be sublimated to an extent that there will be no requirement for conferences and arbitration to adjust grievances, or misunderstandings between man and man. But it is, we think, probable that the time is at hand when prudent men will fully appreciate a good thing and be able, without special effort, to distinguish between what makes for peace and prosperity, and that which promotes strife and ill will. We think the world is rapidly approaching a full orbed era of common sense—which is, after all, the best sense known to our much abused human nature. Common sense is the average sense of the world. It always pans out, if not large money, a fair amount. It is never a losing investment. Common sense never gets any one into trouble. It is always promotive of peace, good will and prosperity. We are led to these reflections, because of the triumphs of common sense in the pleasant adjustment of grievances on the part of engineers and firemen employed on the Wabash system, east of the Mississippi river, and the D. S. S. & A. railway, of Michigan.

In both instances, engineers and firemen were a unit. Their interests were identical, as is almost universally the case. Ordinarily it has been the custom when the members of either of these great Brotherhoods had grievances to be settled, to send for their Grand Chief or some one of their Grand Officers, but in the instance referred to this was not required, and in this fact we see a new departure on the part of railroad officials, of the most gratifying significance, because it means, on the part of railroad officials, a growing confidence in the Brotherhoods and a willingness to confer with the average engineer and fireman, without the interference of the Grand Officers. In the cases we have referred to, the railroad officials received the committees of engineers with the most courteous urbanity. There was largeness of head and of heart. The American idea of man was prominent. There were matters to be talked about, and the conference was granted in a manly way, and as a result all matters were satisfactorily adjusted. This is what we are pleased to call a triumph of common sense, and we feel assured that it is to take the place of all other kinds of sense and if it does, the days of strikes and disturbances in railroad affairs are past, never to return.

Railroad officials demand that all the facts in such matters shall be fairly and frankly presented. This done, they are willing to discuss propositions to remedy wrongs. We mean by this that the tendency in railroad management is in this direction, and we regard it as one of the most encouraging signs of the times, because it means harmony instead of discord, it means good work and smooth work, it means good will, and it means, on the part of employes, a deeper interest in the welfare of the road on which they are employed.

By this prompt and pleasant adjustment of grievances railroad managers do justice to their men and are always certain to secure the best men, and the difference between the best men and the other sort is often the difference between a profit and a loss on any investment, and the profit may be large or the loss may be great.

The *Magazine* records such incidents with unalloyed satisfaction. It is a realization of its hopes and is in a measure, we are glad to believe, the fruits of its labors. May the good work

Digitized by Google

go bravely on, until grievances shall be reduced to the minimum and the profits of railroading and the prosperity of employes shall reach the maximum.

MESSRS. E. J. RAUCH AND WM. E. LOCKWOOD.

It has been the earnest endeavor of the *Magazine* to make it a welcome and valued visitor to every Brotherhood fireman in the United States and Canada. Indeed, our ambition has had a wider range, and we desire that the *Magazine* shall be esteemed worthy of a place in the library and home circle of men who do not wear the badge of our continental Brotherhood, and just here it may be becoming to say that we have much to boast of in the way of encouragement. We are by no means unmindful that

> "A little nonsense, now and then,
> Is relished by the best of men."

But we are advised that there are publications which make such things a specialty. Nor should it be forgotten that a Magazine, published monthly, cannot be a newspaper. The morning, the evening, and the weekly press supply all such wants of the people, as also with that varied miscellany, which may be regarded as the seasoning of the varied dishes, served by the press for the delectation of readers.

Such is not the mission of the *Magazine*, and if it were, however vigorously or intelligently we might labor, only failure would be our reward. As a consequence, we are seeking, as best we can, to make the *Firemen's Magazine* subserve the highest intellectual and industrial demands of locomotive firemen. In doing this, we are endeavoring to give to its Mechanical Department the benefit of the superior knowledge and experience of men whose words have special weight and value. And here we desire to say that E. J. Rauch, Esq., a practical engineer of forty years experience, and as Road Foreman of Engines, he is widely known throughout the country. He is at the head of his profession, and his contributions to the *Magazine* are purely a labor of love, and are written for the benefit of the Brotherhood of Locomotive Firemen.

Wm. E. Lockwood, a writer whose varied attainments the Brotherhood long since learned to appreciate, is a gentleman whose valuable contributions to the *Magazine*, upon a variety of important topics, more valuable than money, is a millionaire, who writes for the *Magazine* for the purpose of doing good. The fact that he has secured a large share of this world's goods has not closed his eyes to the wants of his fellow citizens, who are toiling up the rugged road he has traveled. On the contrary, Mr. Lockwood is quite willing to make sacrifices of time and ease if thereby he can promote the welfare of the Brotherhood of Firemen, and he gives of his wealth of knowledge with a generous and unsparing hand.

We bespeak for Messrs. Rauch and Lockwood the most generous appreciation of their generosity and sympathy on the part of Brotherhood firemen. We are persuaded that their articles will have the most careful perusal and will produce a large harvest of benefits. Locomotive firemen are becoming students,—readers. They are ambitious of promotion and appreciation of knowledge, and the evidence is overwhelming and convincing that as they abandon the scoop and grasp the throttle they are better equipped than formerly for the responsibilities of engineers, and the contributions of such men as Messrs. Rauch and Lockwood are helping on this good work.

RECOGNITION OF TRAVELING CARDS.

The statement that the Brotherhood of Locomotive Firemen issues traveling cards to its members who are entitled to them has been made repeatedly in this *Magazine*. The Brotherhood stakes its reputation for probity when it issues a traveling card to any one of its members. It is a certificate of character and standing of the bearer. It is an indorsement of his integrity, and becomes a passport, everywhere accepted by the Lodges and the mem-

Digitized by Google

bership of the Order, entitling the bearer to recognition and confidence. The Brotherhood of Locomotive Firemen is profoundly sensible of the importance of avoiding even the semblance of imposition, and this solicitude is evinced by the enactment of laws by which the Brotherhood is guided when a traveling card is issued.

It is a source of gratification to know that these precautions, on the part of the Brotherhood, are widely appreciated by railroad officials, and that the indications point to a time, not distant, when every railroad official throughout the country will regard it a pleasure, as well as an act of justice to Locomotive Firemen, to recognize traveling cards bearing the seal of the Brotherhood. To this it is coming, and no higher proof is required than is found in a letter of John Echols, Esq., third Vice-President of the Newport News & Mississippi Valley System, to F. P. Sargent, our Worthy Grand Master. In responding to a letter upon the subject of transportation, Mr. Echols says:

"Whilst there was nothing in our agreement with the engineers and firemen, lately entered into, in regard to this matter yet, with my sanction the superintendent has issued an order to pass engineers presenting traveling cards upon the request of one of our engineers; and also upon the same condition, to pass the members of the Brotherhood of Firemen. Of course we rely upon the officers of the Brotherhoods to take proper precaution to prevent any abuse of this courtesy."

We do not hesitate to give Mr. Echols, whose generous words bespeak capabilities of the largest success, the most positive assurance that his confidence will not be abused by our Brotherhood, and that a traveling card, in so far as an honest purpose can control such matters, shall always mean just what it says. The Brotherhood of Locomotive Firemen assiduously seeks to have in its ranks only honest men, and to furnish all the railroads of the land with men who are ambitious of promotion and who are true to every obligation as employes, and we believe, if this purpose of the Brotherhood shall become firmly fixed in the minds of railroad officials, one of the most important problems of the times relating to railroading will be solved.

THE SWITCHMEN.

On Monday, the 19th of September, the Switchmen's Mutual Aid Association began its second annual convention at Indianapolis, under most cheering auspices. The association now numbers forty-five Lodges, and is steadily extending the area of its usefulness and influence, and in the spirit which animates other Brotherhoods of railroad wage men, assiduously seeks, not only to promote the individual interests of its members, but to furnish the railroads of the country with switchmen who are competent and entitled to the confidence of railroad officials

To railroad employes, it must be a source of great satisfaction to note the fact that their various Brotherhoods are rapidly growing in numbers and influence and giving to railroad officials a superior class of workmen, whereby the service is vastly improved, and a reference to the constitution of the Switchmen's Mutual Aid Association shows with what unflinching tenacity the members adhere to a policy which will weed out and keep out incompetent men, or those whose habits of life render them unsafe or unreliable.

In our conversation with the Grand Officers and the delegates of the Association at Indianapolis, whom we found to be a most courteous and intelligent body of men, we had many opportunities to witness the exhibition of the noble purpose of the Order, which challenge our unqualified sympathy and approval. The switchmen are zealous, progressive and yet conservative. They are eminently practical. The duties of switchmen call them constantly very near the danger line, and demand that they shall be always on the alert, and we feel confident that their Association, as its purposes become better understood by railroad officials, will grow in favor—indeed, such is the view we take of all the Brotherhoods of railroad employes.

The Firemen's Magazine avails itself of this opportunity to extend, most cordially, the right hand of fellowship

Digitized by Google

to the *Switchmen's Journal*, and to bespeak for it and the noble Association of which it is the official organ, a success that shall exceed the most sanguine expectations of its publishers.

THE RAILWAY TRACK JOURNAL.

We are gratified to acknowledge the receipt of Number 1, Volume 1 of the *Railway Track Journal*, published at Mt. Auburn, Iowa, with Wm. E. Brown, Esq., editor and manager. Most cheerfully and with hearty fellowship do we welcome the new publication into the constantly broadening brotherhood of railway journalism, and in this case we feel assured that a "long felt want" is to be met, in a way that will command a generous support. The editor says:

> We shall take a special interest in new inventions, appliances, manufactures, etc., pertaining to railway track, and shall make it doubly worth the subscription price to every one connected with this important branch of railway service, whether in an exalted or obscure position. The time was when employes of the "Maintenance of Way" department of railways were looked upon as an ignorant and obscure set of men, and their services were looked upon as of no great consequence or vital importance. That time, we are happy to say, is now fast passing away, and the trackmen of the present are looked upon as an intelligent and capable body of men, and one whose employment is of the highest possible interest to their employers and the traveling public generally.

Manifestly, the desideratum, in railway building, is a good track, and this fact locomotive engineers and firemen appreciate to the fullest extent. The first number of the *Journal* evinces ability, a nice appreciation of mechanical excellence in appearance, and of the knowledge which trackmen will estimate at its true value. The steady advancement of railway employes in knowledge pertaining to their several callings, is one of the most cheering signs of the times. The days of ignorance have gone, to return no more, and the efforts that the various railway publications, fraternal and otherwise, are making to give railway employers employes thoroughly equipped for their work, is significant of a state of affairs in the highest degree encouraging. This *Magazine* regards the appearance of the *Railway Track Journal* as a response to a healthy demand for important information, and most heartily wishes a measure of success, equal to the most sanguine expectation of its publishers.

For Locomotive Firemen's Magazine.

THEM FLOWERS.

Take a feller 'at's sick, and laid up on the shelf,
All shakey and ga'nted and pore,
And all so knocked out he can't handle hisself
With a stiff upper lip any more;
Shet him up all alone in the gloom of a room
As dark as the tomb, and as grim,
And then take and send him some roses in bloom,
And you kin have fun out 'o him!

You've ketched him 'fore now—when his liver was sound
And his appetite notched like a saw—
A-mockin' you, mebby, fer romancin' round
With a big posey-bunch in yer paw;
But you ketch him, say, when his health is away,
And he's flat on his back in distress,
And then you kin trot out yer little bokay
And not be insulted, I guess!

You see, it's like this, what his weaknesses is—
Them flowers makes him think of the days
Of his innocent youth, and that mother o' his,
And the roses that she us't to raise;
So here, all alone with the roses you send—
Bein' sick and all trimbly and faint;—
My eyes is—my eyes is—my eyes is—old friend—
Is a-leakin'—I'm blamed ef they ain't!

James Whitcomb Riley.

To my good friend, Eugene Debs, September 13, 1887.

Digitized by Google

SKETCHES BY A NAVAL APPRENTICE.

No. IV.

Horto, the name of the town off which we anchored, is on the island of Fayal. This island is one of the group known as the Western, or Azore Islands. They are Portugese possessions and each island has its individual governor. Looking from the harbor shoreward, Horto presents a beautiful and inspiring picture and a fine scene for an artist's brush. The old ruins, the forts and scattered houses present a most magnificent picture. This island is productive of all kinds of vegetables. The enormous size of the onion deserves special mention. Horto is also noted as the rendezvous of the Northern Atlantic whalers, many of which called to provision and water their ships during our stay. The Peak of Pico is an extinct volcano, and owing to its extreme altitude is seldom seen. We watched anxiously for a glimpse of the peak for several days before the clouds and mist lifted sufficiently to give us a good sight. This was the first and last we saw of it. The people, or natives of these islands, are naturally indolent, consequently the business and other money-making concerns are managed principally by the Americans and English. The boys are taught to be industrious, as they have their choice to serve in the army or navy, learn a trade, go to school, or to go to jail; few choose the latter as their liberties are somewhat restricted. These industrious habits are soon forgotten after they become free and they drift back into indolence. These people are accomplished beggars. So much for Horto. Having finished watering ship a quarter watch was permitted to go on shore. Before leaving the ship the captain mustered us on the quarter deck and delivered quite a speech setting forth all the evils and vices of a foreign port. We were then permitted to leave the ship. I would do Captain Evens an injustice if I failed to speak of his kindness to us as "his crew." Captain E. gave *all* the boys $1.00, "our monthly allowance," whether they were in debt or out, and permitted *all* the boys to go ashore, both good and bad.

Getting ashore at Horto was attended with difficulties, as the surf runs very high. We could use the ship's boats up to within fifty yards of the beach, we had then to get into surf boats. These surf boats are flat bottomed and have, as we used to say, three keels, one in the center and one on each bilge, this causes the boat to land on an even keel when thrown violently ashore by the breakers. We were landed in safety. We walked around the town in groups seeing the sights, which were few in number. We found that our dollar was worth $1.16. Becoming hungry we strolled into a restaurant and after regaling ourselves with eggs and bread, a bottle of wine and cigars, we presented our big dollar in payment, and to our great surprise, we received a double hand full of coppers in return, which in the United States, would have amounted to about $5.00 in pennies. We learned, however, that it was seventy-five cents. Finding nothing to interest further we started back to the beach, hoping to find our boats ready to take us on board the ship.

Our boats not being ready for us, we sat on the beach viewing the harbor and St. Michael's and Pico in the distance. At 6:30 P. M., our boats arrived and we were glad to be again on board and get a Yankee supper. Quarter watches continued to go ashore until all had been. We were now ordered to prepare for sea as our sounding expedition was to commence. Everything being in readiness, we up anchor and stood out the harbor, bound for Madeira, distant about 600 miles. It was between Fayal and Madeira that we were to sound. After running under easy sail all night, at daylight we hove to, to take our first sounding; this resulted in losing 2,500 feet of wire, caused by bad steering—our second sounding gave us 2,700 feet, or 450 fathoms of water. Our navigator remarked that the water was scarcely shoal enough for a vessel to strike. Heaving in the wire we set sail to get another sounding spot. This sort of work became extremely tedious to us. We continued to sail and sound for six days and finding no shoal, we set our course for Madeira. The weather, which up to this time had been fine, with fair winds, became stormy and a heavy head wind set in increasing to such a pitch that we were forced to heave to. Whilst lying hove to, a large

Digitized by Google

American ship, with all sail set, going of course in the opposite direction, passed us, the sight filled us with envy as she was rushing along with a fair wind and we were lying almost motionless with a head wind. Colors were dipped, and other signals exchanged, until she passed from our sight. With our six day's sounding and lying to, for favorable winds, we were twenty-three days from Fayal to Madeira. Expecting to make the trip in about ten days the captain did not think it necessary to lay in a great quantity of water, the result was that we were put on an allowance of food and water two days before we arrived at Madeira.

On our arrival off the harbor we were met by a steam launch, the captain of which asked if we wanted a tow. Captain Evens at once ordered him to keep off, and told him that it required a tow boat to haul a Yankee man-of-war, and not a skiff with a boiler in it. Becoming becalmed, all boats were lowered and running a tow line through the port house pipe, we proceeded to tow the ship into an anchorage. Having anchored, the paymaster proceeded ashore to procure provisions and fresh water, which arrived the same day. The description of one place on these islands answers for all, and it is not necessary to dwell on the beauties of Madeira. The grape is extensively cultivated and great quantities of wine are exported. The streets being laid out on the mountain side, it is impossible for wagons to be used and sleighs are used, the roads are of rock and very smooth, the drivers carry a greasy swab to lubricate the runners. It appeared very odd to be in a tropical climate and to see sleighs running. During our stay at Madeira we had the pleasure of seeing the yacht which rescued Captain Semmes, of the Alabama, after his battle with the United States' Kearsage, off Cherbourg, France. The United States' Dispatch also came in, bound homeward. Our stay at this beautiful speck on the great ocean was short, long enough, however, to permit all hands to go on shore with our dollar. Everything being in readiness we hove up anchor and set sail for St. Croix de Peak of Tenerief, one of the Canary islands. Having received orders to look about for a suitable place to establish a coaling station, we hove to, off the island of Lanzarote. The harbors being very poor, we hauled off and steered our course for Tenerief, where we arrived two days out from Madeira. The Canary islands are Spanish possessions, and as their name implies, the native place of the canary bird. Monkeys were very numerous, several of which we purchased. Tenerief was the place at which Lord Nelson, the great English Admiral, lost an eye, bombarding the forts. Camels are used as beasts of burden and I had the pleasure of riding one.

The peak of Tenerief is an extinct volcano, the crater of which several of us had the pleasure of visiting. Directly opposite this island is the island of Grand Canary, of which we caught but a glimpse, owing to the mist. The harbor in which we anchored presented rare facilities for drilling in boats, and we were drilled to our heart's content. We remained in the Canaries twelve days. Having finished our cruise on the coast of Africa, we hove up anchor and then the cry was "homeward bound." At 6:20 A. M., on a bright morning in June, we left Tenerief a-stern, bound for St. George's, Bermuda islands, distant 3,000 miles. Having a stiff, quarterly breeze, every stitch of canvas was set, studding sails and all, and we were soon rolling off fourteen knots an hour. We were in the track of the trade winds and after a fine passage of fourteen days and eight hours, we cast anchor off the fort at St. George's. The Bermudas are English, and manned by English soldiers. They are situated about 400 miles off the city of Charleston, South Carolina. The entrance to the bay at Bermuda is marked with buoys to guide vessels at night. It is hardly necessary to follow these buoys in daylight as the channel is as plainly marked, by discolored water on either side, as a railroad. These islands are of coral formation and serve to show the years, perhaps centuries, of ceaseless toil on the part of those little mites of the sea. The bottom is of rock and coral and is plainly visible at the depth of twelve fathoms. Sharks are very numerous in these waters. During our stay we were permitted to go on shore, where we were entertained by the garrison of the fort, also the crew of Her Majesty's ship, Spit Fire.

Digitized by Google

It is a well-known fact, especially with those who have been in the navy, that anything like friendship is impossible between the Yankee and English. Our captain whilst on shore learned that the Spit Fire's crew were waiting for us to come on shore in order to try their skill in butchering Yankees.

Before permitting us to go ashore the captain addressed us in substance as follows: "Boys, I am going to cast all hands adrift on yonder island, where you will find a crew of British apprentices, who claim to be able to thrash you; now mark me, if you get *licked*, never come back to this ship again—I don't want you to do any thing to provoke a quarrel, but in the event of one, 'no quarter.' Now go!" As we landed we were received in a very kindly manner and escorted to the canteen, where we were regaled with cooling drinks, cigars, etc. As far as fighting was concerned, there was not even a harsh word exchanged. We enjoyed our visit very much, in fact one of our marines had such a good time that we sailed without him. He joined us later at Newport, R. I. We remained at St. George's four days, and set sail for New York. We passed Cape Hatteras on July 4th, and fired a national salute of twenty-one guns. We made a fine passage until within fifty miles of New York, here we encountered heavy weather, but continued on our cruise. We had not seen the sun for two days, so it was impossible to get the exact position of the ship. We kept a sharp lookout for pilot boats. Having raised one, we signaled her and she came along side and furnished us a pilot. The first question the pilot asked was, "where are you bound?" "New York," was the answer. "Well," said the pilot, "if you had kept on the course you were steering one-half hour longer, you would have had her high and dry on the beach." This was very cheerful news. The pilot righted our course and we stood in for Sandy Hook, passed up the bay and anchored off Governor's Island. We found the French Flagship La Gillionsouier, at anchor, and we saluted her with thirteen guns, which was returned. Every one felt overjoyed at being once more in the United States.

During our stay in New York, we visited Governor's Island, and drilled with the United States infantry, stationed there. We were ordered up the Hudson river to take part in the celebration of the battle of Stony Point. On our arrival we found the United States' Minnesota, which vessel had been cruising in the river enlisting boys for the training service. The ships were dressed with flags and appropriate salutes fired and a sham battle took place on shore with the militia. At sunset we started down the river to New York, and the Minnesota proceeded up the river to Newburg. On our arrival at New York, Captain Evens made strenuous efforts to get a man to pilot us through Hell Gate, but could find no one willing to take us through that dangerous place. We were ordered to proceed to New London, Conn., to recruit. As usual, on our arrival, we were permitted to go on shore. New London is situated at the mouth of the Thames river, and is a noted summer resort. Going to sea at this season of the year, and in these waters, we found to be more like an excursion than anything else. At New London, swimming tights were issued to the boys and it afforded great amusement to the visitors to see the boys sporting in the water. We were allowed to bathe at sunset every evening and to remain in the water one-half hour. Our short stay at this beautiful place was a most pleasant one and it was with regret that we hove up our anchor and sailed eastward, bound to New Bedford. On this trip we passed many beautiful places, Narragansett Pier, Martha's Vineyard and Block Island. We were at sea but one night and one day. We arrived at New Bedford and anchored off the fort, some four or five miles from the city. New Bedford is noted as the starting place for a large portion of the American whale ships, many of which were in harbor on our arrival. Our visit on shore was an extremely pleasant one and we enjoyed it immensely. Every evening boating parties were gotten up and we were permitted to sail any where within signaling distance, but not allowed to land. On Sunday evening three boats set out for a sail, and under a cover of darkness, the crews determined to land, we did so, and after having a good time, we started back to the ship. Owing to improper management two of the boats capsized and lost

Digitized by Google

oars and everything movable. On our arrival alongside the ship, each man was questioned and it appears each told a conflicting story; the consequence was we were sentenced to three month's extra duty; three month's quarantine (not to go on shore) and to carry our hammocks on our backs for ten nights, from 8 P. M. until 12 P. M. This was severe but deserved. Extra duty consisted in scrubbing shot with sand and canvas until they were bright, they were then painted, allowed to dry and then to be repolished. *Ex-Naval Apprentice.*

[TO BE CONTINUED.]

BROTHERHOOD.

The word brotherhood is applied in various connections, but particularly to the members of a certain industry—for instance, to a trades union. Understood rightly in all the grandeur of its import, it is the most significant and home-like word in the English language, if we except that of "mother," the grandest and holiest sound that ever was pronounced by human lips. But, if not thoroughly appreciated in its true meaning, observed and followed in the relations of life, it is but a meaningless sound and a "tinkling cymbal." The results of the word are not what they should be, as thousands of workingmen fully appreciate, but if the principles of true brotherhood were adhered to faithfully, other results would be apparent upon the records of everyday life—really approximating what is termed "true religion." Charity, in its Scriptural sense, and beneficence in a moral sense, form the two grand ingredients of the fullness of brotherhood. In regard to this subject, inspired authority asks the question: "A brother, having an abundance of this world's goods, and shutteth up his bowels of compassion against his brother, how dwelleth the love of God in that man?" This question is tantamount to saying that such a man is not a Christian. This is abundant food for reflection.

The desire for ease and comfort lulls many men into a lethargy as to the condition of their brothers. One man has steady employment at a wage of $2.50 or $3 per day; he is satisfied; has the means to supply all his wants; but, alas, for the shortcomings of dependent human nature, he entirely forgets what may be the condition of a brother and his family, when the head of the family is laboring at a wage of $1 per day. It is selfishness that causes him to neglect his duty in this respect. He is a capitalist to a certain extent, while his low-wage brother is a pauper in comparison with him. The high-wage man moves along through life serenely on his liberal pay, and he never indulges a thought as to the condition of the low-wage man. And it is an undeniable fact that workingmen, in some instances, have equalled, if not exceeded, in wrong and outrage toward one another, the hardships that have been inflicted upon the entire mass of toilers by the shylocks, capitalists and monopolists.

Without the remotest intention of wounding the sensibilities of any class of mechanics, we say, without fear of successful contradiction, that the system that has long obtained in nail factories is in direct line with the outrages that capital in the hands of unscrupulous men has placed upon labor. One man, called a nailer, reaping a golden harvest from the toil of eight or ten feeders, while the pay of the latter is only a myth compared with the income of the former. This injustice surpasses in cruelty and enormity any outrage by wealthy men upon poor men. They are all in the same business, and should be brothers, indeed; but the nailer gets $8 or $10 per day, while the feeder gets $1.75. This is magnificent brotherhood, and it effectually kills every argument in the interest of labor when there is an effort made to secure justice from capital. The lords of the strong coffers say: "See how you treat one another." And their reply is an *argumentum ad hominem* that cannot be dodged. This is the case in other industries, but this is the most apparent.

Even in brotherhoods, so-called, there are men who will take the situation of a brother when he has been discharged through the whim of some superior—without real cause—this is a mere mockery of brotherhood.

I mention the above facts in order to present to workingmen in a plain and intelligible shape, what their reasonable duties are, and how far short they come of fulfilling them. The truth never should be suppressed, and workingmen should take into consid-

Digitized by Google

eration how much they are aiding and abetting their natural oppressors. A sham brotherhood ranks with hypocrisy. Shakespeare, in alluding to a flimsy brotherhood, says:

"This deep *disgrace* of brotherhood
Touches me more than you can imagine."

But we hope for better things. There must be a more sincere brotherhood among workingmen, and there will be, the enemies of labor to the contrary notwithstanding. That grand and immortal genius, Robert Burns, thought deeply on this subject, and he has left this gem on record. They are apropos lines, in which the author indulges the hope that genuine brotherhood may yet prevail:

"Then let us pray that come it may—
As come it will for a' that,
That sense and worth o'er all the earth
May bear the gree, for a' that;
For a' that and a' that,
Its coming yet for a' that—
That man to man, the world o'er,
Shall brothers be, for a' that."

Now, I have brought the Bible, Burns and Shakespeare to the rescue in favor of the argument for the adoption of an unalloyed and universal brotherhood among all who "earn their bread in the sweat of their face," and I will close with a friendly intimation to the Brotherhood of Locomotive Firemen as to the importance of maintaining their Brotherhood in all its present excellence, and improving it, if possible.

It is reasonable to suppose that it is more urgent for railroad men than others, to observe brotherhood, as the imminent perils to which they are momentarily exposed, establish the fact that locomotive engineers and firemen, every hour of their run, are upon the verge of another world; and no truer, nobler courage than that which sustains them, was ever displayed by man. They fly over the broad expanse of this vast country, in the black darkness of night, while terrible dangers are liable to assail them at every revolution of the drivers, to check their swift career, for death follows them with the speed of the "swift-winged arrows of light." An unadulterated brotherhood should always be present to relieve each other and those dear ones at home from the cruel shafts of adversity, and more particularly to alleviate the sorrows that come upon the living by the advent of death to the family circle. This sentiment exists in great volume; never permit it to grow less—rather increase this saint-like sentiment of the Brotherhood, and the earnest hope of the writer of this article is that other organizations, and the mass of toilers generally, will fortify themselves against life's adversities, and fence against the powers of those who would oppress them for the sake of sordid gain. In a word, you should cultivate and exercise your God-given rights until the perfect fruition of brotherhood is firmly established, and illumined by the light of reason, benevolence and true manhood, until a perfect brotherhood shall reign, and diffuse its beneficence throughout the entire labor population of the world. When this is accomplished we shall be nearer to that happy condition promised by the millenium than we ever have been. Workingmen, be true to yourselves. By this course you will weaken and disarm your enemies.

S. K. Christy.

FREEDOM.

They are slaves who fear to speak
For the fallen and the weak;
They are slaves who will not choose
Hatred, scoffing and abuse,
Rather than in silence shrink
From the truths they needs must think;
They are slaves who dare not be
In the right with two or three.

Is true freedom but to break
Fetters for our own dear sake,
And, with leathern hearts, forget
That we owe mankind a debt?
No! true freedom is to share
All the chains our brothers wear,
And with heart and hand to be
Earnest to make others free.

—*Lowell.*

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

NO. IX.

While pondering upon the subject of horse power, as applied to machinery, the following statement of the entire motive force of the world came to our notice, and as it is interesting we reproduce it in this connection:

THE ENTIRE MOTIVE FORCE OF THE WORLD.

From a note published by the Bureau of Statistics in Berlin, the following very interesting figures are taken.

Four-fifths of the engines now working in the world have been constructed during the last five lustra (25 years).

France has actually 49,590 stationary boilers, 7,000 locomotives, and 1,850 boats' boilers; Germany has 59,000 boilers, 10,000 locomotives, and 1,700 ships' boilers; Austria, 12,000 boilers and 2,800 locomotives.

The force equivalent to the working steam engines represents in the United States 7,500,000 horse power, in England 7,000,000 horse power, in Germany 4,500,000, in France 3,000,000, in Austria 1,500,000. In these the motive power of the locomotives is not included, whose number in all the world amounts to 105,000, and represent a total of 3,000,000 horse power. Adding this amount to the other figures, we obtain the total of 46,000,000 horse power.

A steam horse power is equal to three actual horses' power; a living horse is equal to seven men. The steam engines to-day represent in the world approximately the work of a thousand millions of men, or more than double the working population of the earth, whose total population amounts to 1,455,923,000 inhabitants. Steam, therefore, has trebled man's working power, enabling him to economize his physical strength while attending to his intellectual development.

Let us first note the fact that nearly the whole of this tremendous force now working at the will of man, and suject to his control, has been created within so short a period of time as twenty-five years, and we may form some faint idea of the rapid development of the use of steam. We also note that this country, a comparative infant among the nations, takes the lead in the number of horse-powers developed by the steam engines running its diversified machinery, having nearly one-third (⅓) of the total number. In locomotives we have about one-quarter (¼) of the whole number in use in the world, as we have, at the latest accounts, about 26,000 locomoties engaged in the railway service of this country, which is just about one-fourth (¼) of the whole number, said to be one hundred and five (105,000). When we come to consider the horse-power that these one hundred and five thousand (105,000) locomotives are credited with, we find it only three million (3,000,000), which is but a trifle over twenty-eight (28) horse power to each locomotive. This is so palpable an error that we were led to investigate the figures a little more closely and thus found that the other engines of the world aggregate about twenty-three million (23,000,000) horse power, leaving twenty-three millions (23,000,000), instead of three millions (3,000,000) to be placed to the credit of the locomotives of the world, out of the grand total of forty-six millions (46,000,000) horse power, as stated in the article. With these revised figures of twenty-three million (23,000,000) horse power, divided among one hundred and five thousand (105,000) locomotives, we have an average of about two hundred and twenty (220) horse power to each locomotive. This is evidently more in accord with sound sense than twenty-eight (28) would be, and may be taken as somewhere near the mark, but still far below the performance of many a modern locomotive.

In the article above quoted, we find the further statement that one steam horse-power equalled three actual horse-power; this is evidently in allusion to the fact that steam will work day and night without interruption, while a horse could not thus exert his power, for more than one-third (⅓) of the time.

Perhaps it will be well to note how the term horse-power came to be applied to steam engines. The first application of steam power was in mines, where the power required to hoist material had been furnished by horses, and when the proposition to do the work by steam was under considertion, by anyone using horses to furnish the power used, the natural question arose, how many horses will I be able to dispense with by using steam? In order to determine this, it became necessary that some standard should be fixed as a measure of an average horse power. After some experiments a standard of 33,000 so-called foot pounds, was adopted which seems to be rather hard on the new power, for it exacted rather more from steam than an ordinary horse would do. This standard has, however, been adopted, and has become the fixed gauge by which all power is measured.

This standard of 33,000 foot pounds is explained to mean 33,000 pounds lifted one foot each minute or its equivalent; thus 3,300 pounds lifted ten feet in one minute or 330 pounds lifted 100 feet in a minute, or thirty-three pounds lifted 1,000 in a minute, all equal to 33,000 foot pounds or one horse power. Even water power is calculated by this same rule, and in determining the amount of power in any given waterfall it is only necessary to know the quantity of water passing over the fall in a minute, and multiply its weight in pounds, by the height of the fall in feet, to arrive at the theoretical horse power; therefore it becomes possible to estimate the power to be derived from Niagara Falls if captured and rendered subject to man's dominion, and it is a matter of some surprise that a great difference (as much as several

Digitized by Google

million horse power,) should be made by different authorities in the estimates on this fall, which it is now proposed shall be utilized to furnish power for manufacturies in Buffalo, more than twenty miles away. But this is a digression from the locomotive and only introduced to make plain the rule governing the calculations on horse power, and we will now resume the calculation on the 20-inch cylinder locomotive, with an average pressure of fifty pounds, moving at the rate of twenty miles per hour, which we had under consideration in our last article. We had calculated that this size cylinder, with the given pressure and speed, showed an energy of 13,439,200 foot pounds. As we have shown that 33,000 foot pounds are equal to one horse power, then 13,439,200 divided by 33,000 will give us the number of horse power developed by the locomotive in question. 13,439,200 divided by 33,000 equals 407 and a fraction over, thus showing that we have over 400 horse power in that locomotive. This is nearly twice as much as the average allowed to each locomotive in the article above copied, but it must be remembered that we have taken an extra large cylinder, with more than general average pressure, and made no allowance for leakage, back pressure and other disturbing agencies, which exist to a greater or less extent, in even the most perfect machines, and which greatly reduce the effective power available to accomplish work.

Having now considered the source of power and its application to the piston, with the rule for calculating it, we shall in our next proceed to note its action, through the means of the various mechanical powers used in the construction of the locomotive.

NEW YORK, October 5, 1887.

MR. EDITOR:—"Orgonia" asks me what books I would advise firemen to read and study. In reply I will say to him, and others, *read* and *study* carefully the *Firemen's Magazine*—not because it is the organ of your Brotherhood, but because there is a vast amount of useful and practical information within its covers. The articles on "Mechanics" are of inestimable value to the tyro. To particularize any of the writers in the *Magazine* would be invidious; but I cannot refrain from referring to an article in February number, by "Vulcan," on page 81, on the subject of carrying water in the locomotive boiler. It is the best thing on that subject I have ever read (keep your hat on, Bro. "Vulcan," I mean it.) There is more ignorance on that point than any other connected with the business. Thirty-three per cent. of all the engines running are kept too full of water. The idea seems to be to carry all the water the boiler will hold so as to have enough to avoid drawing fire in case of pumps failing, &c., thus depriving the company of the efficient use of the machine 364 days in the year, for fear something might happen on the 365th. True, the larger the volume of hot water there is, the less it will be effected by the feed, but bear in mind that *timidity* is no evidence of *skill* or *care*.

"Vulcan" yet thinks, under certain conditions, an engine with eccentrices on other than main axle—as on our road—could be run. "If the skies were to fall, what lots of larks we could catch!"

To cut a gauge glass, not having a file or the little tool suggested by "F. X. H." handy, take a piece of small twine, make one end fast to something stationary, hold other end in your hand, take one turn of the twine around the glass, where you want to cut it, stretch the twine taut and run the glass back and forth quickly for a second or two on the string and drop a little water where the twine is in contact with glass, and it will snap off as clean as though cut with a diamond. Or saturate a thread of lamp wick with kerosene and wrap it around the glass, where it is to be cut, and set it afire; in a second or two, pour water on the flame and the glass will break clean where you want it to. The heat raised by the friction or flame expands the glass, the cooling by water contracts it and it breaks. A porter bottle can be cut in the same way. Empty bottle first, so as not to lose the porter.

To "R. Ockerarm," I answer, yes. I have seen two engines— hook motion—fitted up in that way, thirty-five or forty years ago, with very good results in reducing fuel consumption and increase of speed. It was denied by J. E. Wootten, then foreman of Palo Alto and Richmond shops of the Philadelphia & Reading R. R. A similar device was used by the Baldwin, and the Taunton Locomotive Works a few years later, to shorten or lengthen the throw of an independent cut off valve--hook motion--and with like good results. The *lifting link* drove all such devices out of use.

Put on your studying cap, "Vacuum!" Admitting that reducing size of an eccentric does not change the throw—which it does not—how could it shorten travel of valve? If the straps are closed to fit the smaller eccentric it is equivalent to shortening the blade, which would only change the *ground over which the valve traveled*, and not the distance. You would have to lengthen the blade to get your valve squared, that's all!

An "Elevated Fireman" asks three questions, on page 605. To No. 1 I will answer, I know of no reason why a pin should be more liable to run hot going in one direction than in the other—all conditions being the same. A pin that would not get hot with light work might do so working hard; the result of more pressure and of course, greater friction.

To illustrate No. 2: Take a crooked stick

Digitized by Google

and pull on both ends and it will come straight, or tend that way. Push on both ends and it will be further bent, unless prevented by some resistance near the center. An engine moving ahead from back centre raises the crank-pin and throws it out of a right line with piston head; the piston is *pulling* and the crank resisting, the tendency of these opposite powers is to *straighten* the line between crank-pin and piston head. The guide, being in the way, prevents this; hence, the pressure is in the lower gib of cross head and lower side of guide. Pass on to forward centre, and as the crank goes downward the line is again bent, but the piston is *pushing* and the crank resisting, the tendency is to still further *crook* this line. The guide being in the way, as in first instance, prevents this and receives the pressure and consequent wear on the under side. In backing, the conditions are reversed, and of course, the upper side of guide gets the pressure.

To No. 3, I answer, yes, there is an almost dead certainty of stripping an engine if she is towed or run with side rods off on one side. If "Firemen" will call on me I will show him some badly sheared side rod bolts that were taken from engines that moved but a short distance on straight track and through one or two switches with side rod on one side only. Engineers claimed the shearing was done when the engine let go. Examination of several engines that broke pins or rods subsequent to these and had been entirely disconnected, failed to show any shearing of bolts in rods on unbroken side. In regard to getting out of the way at the risk of more damage, "in cases of doubt take the safe side," and, "of two evils choose the least." Valuable passenger and freight cars are sometimes burned by railroad officials as the best way to get them out of the way or sight, when wrecked on line of road, but it does not follow that that would always be the better plan. *E. J. Rauch.*

DODGE CITY, KAN., Sept. 14, 1887.

MR. EDITOR:—I am a stranger, or at least, comparatively so, to your noble Brotherhood, having been a member but a short time, but I am deeply interested in the progress of the Order and especially in the line of mechanical knowledge. If you will allow a small space in the department of Mechanics I will add a line to the comment, or more properly, the review of Mr. Coleman's address, in September Magazine.

I see some very useful suggestions and think it will be to the fireman's interest to thoroughly consider the combustion of the coal he has to burn and study to reach a perfect adjustment of dampers and fire box door to accomplish the best results, although we need to study well the machinery of the engines we fire, our first consideration should be the *mastery* of *combustion* of coal.

In my experience as a locomotive fireman I have fired twenty-three different locomotives, of various kinds and manufacture, both eight and ten wheelers, Hinkley, Taunton, Baldwin, Pittsburgh, Rhode Island, Manchester and Schenectady engines, varying in size of cylinder from sixteen to eighteen inches in diameter, twenty-four inch stroke. So you will see at once that any one who wished, would, in the above number and variety of locomotives (both in size and manufacture), have ample means and opportunity to experiment with the drafts of different sized fire-boxes. We also had three grades of coal.

The reviewer says "we must take the fire-box as we find it," which, of course, is a fact, yet it can be very considerably modified in its action upon coal of different kinds by the size of and arrangements in the smoke-box or vacuum chamber, also the size and height of exhaust nozzles. In an extension front a much larger nozzle may be used than with the old short smoke-box, with far better results, both in the draft and in the working of the engine.

With us, as on almost all of the railroads of the country, the engineer has the entire option as to the size of the nozzles which shall be used on his particular engine, and I am sorry to say that on our division we have a few men (?) running who think that if a fireman makes the least suggestion as to how the front end should be arranged, that he steps out entirely beyond the bounds of propriety, and is regarded as presuming to dictate to his "*Lordship*," so that if he were convinced that the change would be an improvement which would economize both fuel and labor, he would not make it, for fear that it would be understood as an acknowledgement of ignorance; hence he continues to sit on his seat and manipulate the machine, little caring how the steam is made, so long as he has enough of it to drag his train over the road. How many of the "boys" are now firing for such engineers? I am digressing from the point at issue, but it will simply show one of the many obstructions we shall meet with after we have informed ourselves so that we know what will be most beneficial.

I once fired an engine, sixteen (16) inch cylinder, which wasted almost twice the amount of coal that would have been required to keep the desired pressure of steam, all because the exhaust nozzles were too large, the process being very simple, yet extremely tiresome and disagreeable. It was throw in the coal, shake it through the grates and then hoe it out of the ash-pan.

Another engine, a Hinkley, seventeen (17) inch cylinder, consumed from one and one-half to three tons less coal in a day, with a

Digitized by Google

reduction of only three thirty-seconds ($\frac{3}{32}$) of an inch in the diameter of the exhaust nozzle (single nozzle, extension front), which was done at my suggestion, although I was at first laughed at by both the engineer and shop foreman, and I think the change would never have been made, had it not been that we could get nothing out of her in the former condition.

I wish, by the above, to simply illustrate the fact that we should study well and carefully the true conditions of our engines, so as to enable us to ask intelligently for the improvements needed and also to give a clear reason for the desired change.

I would be glad to give the results of different experiments tried with different locomotives, but space forbids, but if I am not crowded out by superior contributors, I may, in the near future, give a few of the marked differences in the locomotives of different manufacture.

In reply to "Tallow-Pot's" query in September *Magazine*, I wish to say that as there is no connection between the cylinders except a possible one through exhaust nozzles in the smoke-box, that one side could not be affected by the other in this regard, but if you ever have a like case, have the steam packing examined in the cylinder of the working side, and see if it is in proper adjustment.

I think that I can answer "Cotton Wood" satisfactorily in regard to the slipping of the engine at different points of "cut-off," but would like to hear from some of the older writers first. I also have a theory which may or may not be verified in actual practice, with which to answer "Coal Heaver's" question about a locomotive slipping more backing than going ahead, but after noting the comment by Mr. Rauch, I hesitate to give it, because he has had forty years experience, and my experience is, in comparison, very limited. *S.*

East Saginaw, Mich., Sept. 15, '87.

Mr. Editor:—Since reading "Cottonwood's" article in the September *Magazine* I have thought the matter over carefully and I now see that I was entirely wrong in my answer to "Poly's" question about the effect of turning down eccentrics on the travel of a valve. "Vulcan" and "F. X. H." were right and I ask pardon for contradicting their statements. I arrived at my conclusions through false reasoning, and am now convinced that I don't know as much about valve motion as I thought I did. Mr. Rauch answers my questions about the pump and vacuum brake in a very satisfactory manner, for which I thank him. I will ask another: Suppose a locomotive blows out the front cylinder head on one side, would it be either possible or practicable to close the forward steam port in any way so as to work steam in the back end of the cylinder only, and bring the engine in without disconnecting that side?

In reply to "Cottonwood's" question, an engine certainly has the greatest power when working full stroke. What the old engineer meant by saying that if he wanted to stick on a hill he would put his engine in the corner, was that it is poor judgment to put an engine in the corner when first striking the hill. An engine should be kept hooked up as close to the center as possible, and given the benefit of expansion when running fast; when coming to a hill, if she were put in a corner the first thing she would pick the train up and run considerably faster for a short distance, but would soon commence to lose on both water and steam, and by the time you got her up on the hill where it was really a hard pull and you needed lots of steam and all the notches on the quadrant to keep the train moving, you would lack considerable of having steam enough and your water would be so low that you dare not shut off your injector to let her pick up her steam, consequently you would have to double the hill. On the other hand, if you gave it to her gradually, hooking her down a notch at a time as the speed of the train decreased, when you reached the hardest pull you would have lots of steam, lots of water and a notch or two left on the quadrant that could be used to good advantage if desired.

Yours fraternally,

Vacuum.

Mr. Editor:—Intermediate between my two articles on the "*Shaw valve*," I have deemed it best to show the arrangement of the two cylinders and make explanation of the same.

As in my last article, I must again acknowledge my indebtedness to Lewis F. Lyne, Esq., for this explanation:

"Since locomotives came into existence it has been practically demonstrated that to balance reciprocating with rotating parts, to run steadily with each other, except at a certain speed is impossible, and to obtain the result previously stated involves some of the finest mathematical calculations."

"Many experiments have been tried in balancing locomotives, as they are now built by master mechanics, who have ideas differing greatly from each other. It is unnecessary for us to go into details at this time, but we will say that all these experiments were unsuccessful.

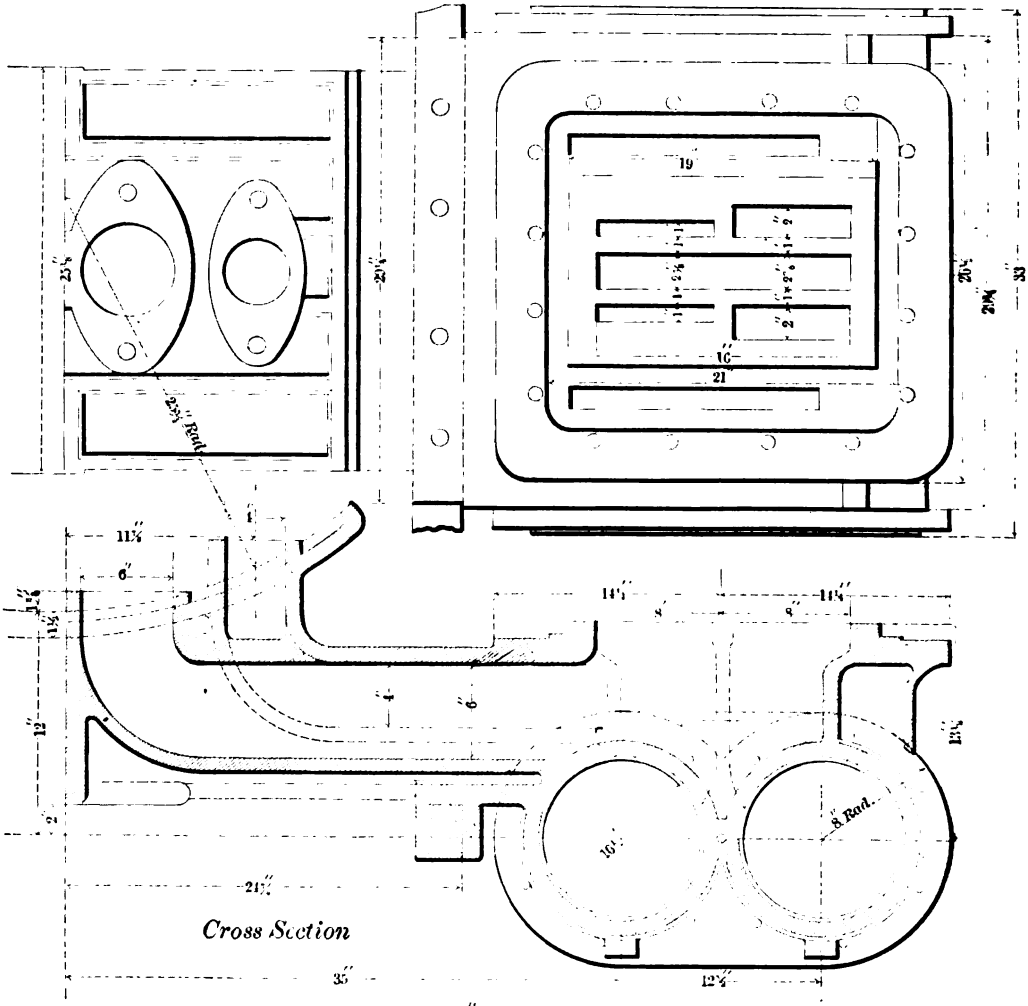
"One result of the imperfect balancing of locomotives is, they are caused to oscillate violently from side to side, this being accompanied by a leaping or hitching motion as the wheels revolve. The forces which cause these oscillations are understood to increase as the square of the angular veloci-

Digitized by Google

ty of the wheels, other things being equal; hence it is of the highest importance that a high speed or passenger locomotive should be accurately balanced, in order that the engine may run safely; the friction being reduced to a minimum, and the life of the engine thereby prolonged.

"It has also been demonstrated that the only true method of balancing a locomotive or any other piston and crank engine to run steadily at all speeds, is to apply two pistons, cross-heads and rods, each developing an equal amount of work in opposite directions."

Plan.



Scale 1"–1 foot.

Fig. 1

CYLINDERS OF SHAW LOCOMOTIVE

The engraving (Fig. 1) taken in connection with my article in the October number, on a duplex valve, needs but little explanation.

"Four cylinders are used, two upon either side of the engine, it will be observed from the engraving (Fig. 1) that the cylinders are placed side by side in the same plane, and the four cylinders being contained within two castings, do not increase the width of the engine as much as might be supposed."

Digitized by Google

The plan and combination here shown and stated will carry out the proposition stated in the August *Magazine*, page 462, second column, paragraphs eight and eleven.

In the original plans of Messrs. Gray and Shaw, it was proposed to place the cylinders as in the ordinary engine, with one for steam, and one a dummy, to carry duplicate rotating and reciprocating parts for the purpose of balancing each other, the single duplex acting valve, giving steam to each cylinder, was an after thought, and a very happy one.

These investigations, research and experiments, bring me to the date of the great Ashtabula bridge disaster, which took place on the evening of December 29th, 1876, between 7 and 9 o'clock.

After looking very thoroughly into this matter and the cause of the accident, I stated my belief as to the same, in the presence of an editor of a Pennsylvania inland daily, with the largest circulation in the state. He said if you will write those views out in full I will gladly publish them.

These articles were published under the title of "Was Crystallization the Cause of the Ashtabula Horror?" and signed "Mechanic," on January 8th, 1887; January 12th, 1887, and January 13th, 1887; on May 5th, 1887, title, "What is the Life Time of Iron Bridges?" After the Firth of Tay disaster, which occurred December 28th, 1879, I put the same ideas into shape, in one article, at the request of the editor of one of our city dailies, and it was published on January 17th, 1879, under the title of "The Tragedy of the Tay," and signed "Engineer." These are the first articles which I ever wrote on this subject, they will be submitted to the editor of the *Magazine*, and if he thinks well enough of them to republish, may do so; they are almost prophetic of bridge disasters, of which we have since had more than enough.

At this time, and in this connection, this quotation from the testimony of engineer Daniel McGuire, of the locomotive Socrates, which passed over the Ashtabula bridge, in a similar manner to that of the D. B. Torrey, engineer White, at the Bussey bridge, and the similarity of evidence is striking. It will be remembered that at Ashtabula there were two locomotives, the Socrates and Columbia, the Columbia struck the western abutment of the bridge and falling into the river reversed her position, pointing east, while the Socrates, breaking the connection, passed over safely. Says engineer McGuire, "the only thing I know about the bridge was, as I was within two car's length of being across the bridge—an average car's length is about forty feet, I should think—I heard the bridge snap, as I suppose; my engine ran up 150 feet from the abutment before I got her stopped; before hearing that cracking which I spoke of, I think there was no part of the train off the track."

This accident attracted attention far and wide; in May, 1877, the "French Academy of Sciences" began a series of investigations, (See *Magazine*, June, 1887; page 339, first column; paragraphs three and seven) and these developed facts, which were pronounced "phenomenon, general and complex, and for which no cause was assigned."

William E. Lockwood.

GLEN LOCH, PA., September 1, 1887.

MR. EDITOR:—The October Magazine is at hand, and while we congratulate you on the twenty columns of mechanical matter in September, we may certainly felicitate ourselves upon the thirty-two columns in the October *Magazine*, and the more so as it is not a "dry rehash," clipped from other papers, but all is fresh from the daily thoughts and experiences of the contributors.

"Mechanics VIII" is another article on the mechanical powers, in their application to the locomotive, and contains some good points and rules worth remembering.

Our new "Chicago" correspondent, "Slick Eye See," is hardly one of the "fellows," he would like to make us believe he is, for if he were, he would not know what was published in the *Magazine* and would most assuredly have no time to "fool away" in writing a protest against Mr. Rauch's ideas, for publication in the *Magazine*. Another fact also "gives him away" badly, and that is this: A number of members have asked in these columns, what books to study and "S. E. S." does not need to ask any such questions, but refers to his "Forney" and "Sinclair," as if they were household words, and he was on very familiar terms with them. Now do own up, "S. E. S.," and tell us you did not mean all you wrote, for when a man reads the *Magazine*, finds time to write a column and a half for it, and is on good terms with "Forney" and "Sinclair," he must, certainly, take some interest in his business, and does not deserve to be classed with the numskulls, from whose ranks the "starters and stoppers" are recruited, and even against his own words, I am not willing to class him with them. Of all professions (with the exception, probably of electric work) that of railroading is the youngest, and as such, we at present only see the beginning, but no one living can imagine to what heights of perfection railroads will be brought by the next 100 years of development and progress. Each and every one of us will have to do our share or find, at last, that we have been left in the rear, and are only drones in the busy hive of industry. "Slick Eye See" says his model fireman gives up every spare moment to study, denies himself every pleasure. Will "S. E. S." please tell us what is to be done with the spare

Digitized by Google

moments, and what pleasures he foregoes? A man to be a success at any trade, must have an adaptability for it, and being fitted for it, he will naturally love his work, and anything belonging to it, and it will be more pleasure to a man of this kind to read a book or paper giving him instruction and new light on some dark point, than to spend the time in idle gossip or filthy conversation in some round house, office, store or even in a hotel or saloon. Is this latter the way "S. E. S." would seek pleasure, or does he go still further, and expect to find it in the "flowing bowl," or in the giddy midnight orgies? I rather think the change from the mad rush over the rail, "plugging coal to a Mogul," to a quiet rest in your cozy room, surrounded by your family, if you have one; (if you have none, you ought to have); reading up on your calling, will be a better tonic for next day's work, than the exhaustion of all the physical forces, which is an inevitable consequence of many of the so-called pleasures. While it may even be possible that your acquired knowledge is of no use to you, still you have the satisfaction of knowing what you are about, as you go, and the knowledge you have is not a burden to carry and may, at any time, prove of greater value than the remembrance of "some good time," had somewhere and with somebody, perhaps, which you would not care to publish.

Mr. Lockwood deserves thanks for his explanation of the double valve, moved by one stem, but as he has promised to further elucidate this matter, we will await developments, with due patience. While it may seem audacious for me to attempt to controvert some of Mr. Lockwood's theories, I do it not for the sake of argument, or for fame, but to get at the truth of any matter under discussion, and while the successes or failures of the past can, and do have no bearing in determining questions of the present. I wish to say that my first twenty mile ride behind a locomotive was taken in 1851, just four years after Mr. Lockwood's. In the summer of 1852 I took another ride of about 150 miles, and in the fall, one of about thirty more. (Our mileage must be nearly equal now.) In 1858 I commenced in handling alarm locks, with whose intricate machinery I became very familiar. In 1861 I added sewing machines to my list of machinery, and as the kind were then entirely new I had to put them in shape, learn their adjustment and operation before I was qualified to teach others. In 1863 I accomplished a mechanical feat, which has led me since to believe "Where there is a will there is a way." I moved a heavy oak frame barn, 44x28 feet, a distance of thirty feet, and set it on its new foundation and had only one man to help me, and no other power at all.

In 1864 I did my first work as a railroad man. In 1868 I joined the host of patent cranks, my first venture being automatic car couplings, which, while not remunerative are still considered as marvels of simplicity and eminently practical. Rock-drills, automatic gates and doors are also on my list of inventions and some of them were exhibited at fairs in Pennsylvania, in 1869, receiving unsolicited encomiums from the public and the press. In 1868, also, I utilized a water power, by putting in a turbine wheel, with all necessary shafting and machinery, to grind all kinds of feed and meal. I did it, too, without the help of millwright or machinist, having only common day laborers to assist. In 1870 I was employed in rolling-mill repairs. In 1876 I had the pleasure of attending the Centennial Exposition in Philadelphia, and among other things which impressed themselves indelibly upon my mind was the Automatic Envelope Machine, which excited my interest, and of which I have thought and talked more than of any other exhibit there. Since 1876 my chief work has been with locomotives, with the addition of short terms at stationary, blast furnace and marine engines, and some clock work thrown in to fill up. While some of these ventures have not been profitable, but one failed from a mechanical defect, while the others all proved to be conducted on sound mechanical principles.

I hope your readers will excuse this sketch of some of my work, as it is only given in order to show that most of my life has been spent in contact with more or less intricate or powerful machinery, and that I should thus have some opportunities to become acquainted with a few of the principles of mechanics.

"Oregonia" recalls his query of January (?) *Magazine* to our attention, as it had not been answered. In reality a cross-head pin traveling above the line of the axles, makes the pressure on the brasses unequal, just in the proportion that the pieces of the wheel would bear to each other, if cut on the line of travel of the cross-head pin, and will thus wear brasses more on one side than on the other.

That "Imp of the Cylinder" idea, of our friend from New Jersey, certainly makes the principle of the push and pull of the piston very plain, and leaves hardly any excuse for saying any thing more on the point, yet I wish to call Mr. Lockwood's attention to this illustration, and the article with it and would also have "East Line" join our group of investigators, and have his say. Our sly friend "East Line" asked a question about the movement of a pair of wheels, and thus having created a stir among the members, and gotten them into a lengthy war of words, he has laid back and laughed at us, enjoying the fight, but keeping out of it and having nothing to say till October

Digitized by Google

Magazine. He then comes to the front and kindly thanks us for telling him what he knew all the time. This is very near what I expected of him, but my idea was that after he had gotten us all fully determined in the opinion that the wheels would come toward you when the rope was pulled he would transpose them to their place under a locomotive and say that the piston is to take the place of the man, and the main rod the place of the rope. Of course this would look exactly similar to the loose wheel and rope, but place the pin on the bottom quarter and cause the piston to pull and the locomotive would move back, or away from anyone standing near the cylinder, but place the pin on the top quarter and cause the rod to pull and the locomotive will move ahead or come toward anyone standing in front of her. The result of pulling on the loose wheels, differing so much from the result of pulling on them by means of the main rod, when in place under a locomotive, is at first glance inexplicable, but our friend, "Amboy Division," has pictured it off for us and made it visible to the eye, while our friend, Lockwood, has helped us by his statement, that the bottom of the wheel stands still. Accordingly, if anything is connected to the bottom of a wheel, as a locomotive is, by means of a rod, and steam is admitted between the piston and back cylinder head, with the idea of rolling the wheel ahead the steam will simply shove the machine toward the wheel and actually roll the wheel back. As the wheel moves in the opposite direction, if pulled by the main rod, when on the top quarter, it proves conclusively that a pair of wheels under a locomotive are subject to and governed by different laws than those loose wheels and I would commend this part of this article to Mr. Lockwood's notice, as tending to show the unfairness of his application of my remarks on the loose wheels, as applicable to wheels in service. "Amboy Division" need not thank for my efforts in behalf of truth, and I feel really grieved to think that my disposition of the "Jersey genius push pole scheme" would, in any way, weaken Mr. Lockwood's chances in the fight for the "hammer blow." Hello, there! I have mentioned a subject I did not again propose to write on, and I will adhere to my resolution, and only say that I am perfectly willing that "Amboy Division" have his say on the matter, as often and as apt to the point as he wishes. If he continues, as he has begun, he may be able to prove that bridges are an unnecessary evil, and that all we have to do is to secure a perfect alignment of the tracks on each abutment and take advantage of the up stroke, to leap the chasm.

"Poly —" concurs in the explanations which have been given him about turning down an eccentric. We differ somewhat in expressing our ideas in regard to the slipping of a locomotive, while "hooked up," but I find no difference in the general principles involved. In connection with the coiled steam gauge pipe, I could tell quite a story, and unlike many stories you read, it has the benefit of being a true story, but space will not permit this time, and I will wait till some other time to tell it.

"F. X. H." gives an illustration of a handy little tool, to have about a locomotive, and as it is the little, vexatious jobs that do more to annoy a person than the larger jobs which but seldom occur, all means which tend to make them easier to execute are to be commended, and one of these is Bro. Frank's glass cutter.

Mr. Rauch tells us how Harry Clay refused to shoot again, after he hit the mark. I hope Mr. Rauch does not intend to take that for an example to himself, for he has not only hit the center, in his communications, but has done it so often and so heavily, as to obliterate all traces of the bull's eye.

Like Mr. Rauch, I wish to find out what is right, and what is error, and while I wish to have my say on points under discussion, I only ask fair play and good arguments, for I am like the Scotch woman who said, "I am open to conviction, but show me the man who can convince me."

Mr. Rauch's advice on books and papers, and on conversation about topics or subjects in our line, is just to the point, and his invitation to all to come and examine the model, of which he is to have charge, will no doubt be accepted by many; even "Vulcan" will make bold to call and see, both the model and its keeper, if permitted to visit New York, with time at command to do so.

One of the center shots delivered by Mr. Rauch, is on the subject of "temperance, or rather teetotalism." I have ever held that no man is sober after he has taken a glass of any kind of brewed or distilled beverage, and many persons not accustomed to it by practice, no doubt would show the effects of this glass plainly to all they come in contact with. Hence, I fully concur in every word on that subject by Mr. Rauch.

Another center shot is the comments on the strike on the Brooklyn Elevated Railroad. We often run too fast, and get into trouble, therefore it is well for us to "learn to go slow" in matters of all kind, and especially in giving up our positions, before we know what we are going to do, to keep those dependent upon us from suffering by our hasty and inconsiderate action. Agitators and tale-bearers abound in every community, ever ready to foster strife, feed jealousy, sow dissensions and cause disturbance. They are never more happy than when engaged in some plot to entrap unsuspecting victims, and ever manage to escape sharing the misery into which their

Digitized by Google

glib tongue has plunged their dupes, even often securing personal advantages out of the strikes, by using their apparent leadership to squash the strike. That idea of looking up the record, to find what your presumed adviser is, and has been, is good, for if he is and has been square in his dealings, treats his family well, pays his debts and practices what he preaches, it may be presumed that his advice is well worth considering. but when deceit, dishonesty and hypocrisy are ever present in his every day life—go slow!

"R. Ockerarm" enters the fray on the wheel and pin question rather late, but "better so than never." He says one wheel if pulled on, will come toward you, while the other one would move but little, if any. What is to become of the axle to which the wheels are fastened? Is that to be broken by the pull on the rope? I hope that after "R. Ockerarm" has read "East Line's" article, he will change his opinion, if nothing that has already been said has made any impression on him. His answer to "Poly—" on the turned down eccentric is certainly correct in the main, but needs a little explanation, which I will venture to add, in my answer to "Vacuum" later on.

Shortening the upper rockerarm, as it would practically be, by the slot in the arm, with the link-block connected to the valve-stem, adjustable in it, would certainly shorten the travel of the valve. and thus give an earlier cut-off and the movement would be almost the same as if the change were made as at present, by the reverse lever and links, the valve however would not increase its lead, when cut back, as it does with the link, but would retain only what it had in full stroke.

"F. X. H." so generally and fully agrees that I have not been able to get up an argument with him, but we do not argue for the mere fun of it, but to find light.

We have now an offer of a glimmer from Galveston, speaking by her representative, "Eccentric Strap," who, it strikes me, is rather a strapping fellow, known all over for his good looks. As we seem to agree in every point he touches in his article, I can not pick a quarrel with him, and would not if I could, for fear of some other strap.

"Draw Head" gives his adverse opinion on the Jersey genius cross-head bar, and says it might keep her from slipping, which would require rather quick work.

"A. G. P. S." has the same idea that I have expressed on the turned down eccentric, but it seems that "Vacuum" is not yet satisfied with these answers, and says that in my former answer on this question I contradicted myself.

"F. X. H." is quoted as saying that "it makes no difference how much an eccentric is reduced or enlarged in size, the travel of the valve would remain the same, as long as the centers were not changed," and I as saying "that the travel of the valve would not be effected." This language has the same meaning, and "Vacuum" says, "'F. X. H.' is right in saying that the throw of the eccentric would remain the same," hence, as the throw is what gives the travel, if the throw is not changed how is the travel changed? The eccentric being turned down, simply, has lost none of its throw, and will make the valve travel just as far, measuring from one end of its movement to the other, but the act of reducing an eccentric one-eight of an inch in its diameter, is equal to shortening the rods one-sixteenth of an inch, and would put the valve that much out of true. "Vacuum" is evidently somewhat familiar with the use of the marks on the valve-stem, and says that "the valve travels one-eighth of an inch farther ahead than it does back; no use to go to eccentrics. We shorten the eccentric rod one-sixteenth of an inch; this pulls the valve back on its seat one-sixteenth." We understand that when a valve has one-eighth more opening on one side than on the other, this difference has to be divided to make her square, but when a valve is too far ahead, it will be necessary to *lengthen* the eccentric rods, shoving the lower rockerarm ahead, and thus pulling the upper rockerarm, with the valve stem and valve attached to it, *back*. Therefore, when an eccentric cam has been turned down one-eight of an inch less in diameter, it has lost one-sixteenth of an inch on each side, and if the eccentric was fitted up with exactly the same length of rods as before they would pull the bottom of the rockerarm back one-sixteenth, and push the top ahead just that much, hence it is necessary to lengthen the rod just that much to get the valve true. I hope "Vacuum's" will now see that while the valve *travels just as far*, with the smaller cam it would *start further ahead* and travel *beyond its former end of travel*, and that the *lengthening of the rods* is the cure for this evil.

"E. P. B.," "Another Elevated Fireman," and "F. H. Barrelle's" articles have been noted, and I shall try to have something to say on their points in my next, as I am afraid, Mr. Editor, that you will shout "enough for this time."

Vulcan.

MR. EDITOR:—Mr. E. J. Rauch, in October *Magazine*, 1887, page 594, asks me to answer the following question:

"May I ask him, Mr. Lockwood, to apply his theory to the cylinder in the Hoe printing press, or any other similar machine, and tell why the type are not mashed in their contact with the platen."

In answering, I take for an illustration a Cottrell & Babcock cylinder press, as one

Digitized by Google

with which I am most familiar. As we run such a press in our printing office, size of chase 26x38 inches, the rotary motion of the cylinder is constantly in one direction, while that of the bed plate is reciprocating, the weight of this bed-plate is cushioned alternately upon two air cushions, the amount of such pressure being registered upon two spring gauges. When the impression is given on the tpye by the cylinder, cylinder and bed-plate are both moving in the same direction, the impression being at one point only on the cylinder or platen, in a line crosswise of the face of the type.

At the risk of repetition I use some extracts from one of my former articles, October *Magazine*, 1886, page 594.

"Some years since, a gentleman, one of foremost in this country as an authority on locomotives, stated two propositions to me, and asked my opinion upon them.

"First. In my mind, there would be no difference in the action of a revolving wheel resting on a rail, whether the wheel was rolling forward, or held stationary and the rail drawn under it, it being understood that the wheel revolves in each case.

"Second. I consider there is no difference in the action of the wheel, when revolving it forward or backward, resting on the rail, or greasing the rail so that the wheel would slip."

The reply to these two inquiries, with illustrations, will be found in April *Magazine*, 1887, pages 212 and 213.

Based upon the above statement I answer Mr. Rauch's inquiry.

The cylinder of the press has only the speed of *rotation*, answering to the driver of the locomotive in the *third* of the stated propositions, the bed of the press has only reciprocating motion, and when moving in one direction answers to the speed of translaation of the rail in the same propositions.

The cylinder is adjustable up and down, to give a heavy or light impression, and is blanketed to have a yielding surface for the type.

If you were to hold the bed at rest and place the cylinder in contact with the type, and then get bite enough in contact with the face of the type to move its weight over the type, as the locomotive moves over the rail, then you would surely smash the type.

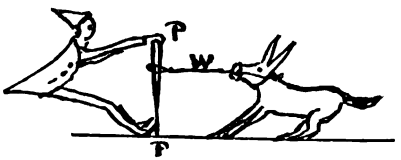
In the locomotive on the rail, it is the combination of *rotation* ("rolling," if "Vulcan" likes it better) and *translation* in the driver, that is the "*earning power of railways.*" It is the separtion of *rotation* and *translation* in the cylinder and bed of the press that "tells why the type are not mashed in their contact with the platen."

William E. Lockwood.

PHILADELPHIA, Sept. 23, 1887.

CAMDEN, N. J., Sept. 26, 1887.

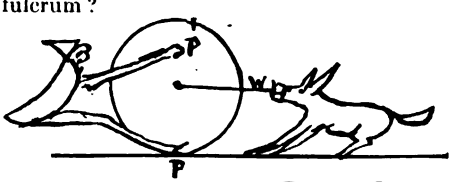
MR. EDITOR:—I hesitate to question the statements of one so generally accurate as "Vulcan," but on page 535, September *Magazine*, he agrees with "B." from Texas, that "the wheel is a lever; the *center of axle* the fulcrum, the pin the point where the power is applied." This is the same trouble I asked Mr. Rauch to solve—*the fulcrum at the axle*. If the "wheel is a lever" we must consider its diamater, or chords or segments, as successively taking that relation, as their extremities touch the rail. As "Vulcan" says to "J. W. M." on same page, "the part of the rim touching the ground is at rest," and the "top part of the wheel opposite the point of contact," that is the other or moving end of the diameter or lever, "moves twice as fast," etc. Now, I have been taught that a lever had *one* moving point, where the power was applied; *one* point to be moved, where the weight or resisance was to be met, and *one* fixed point, that of contact with the fulcrum. But with the power applied to the lever at the pin, and the resistance or weight at the axle (which "Vulcan" admits), I see no other point of contact and momentary rest to call the fulcrum but the "bite on the track." That the lever is a wheel or that the wheel is round does not affect the question except that it affords a uniform and constant fulcrum. Let us illustrate:



This gentleman is evidently using a lever to overcome weight or resistance; and we have no difficulty in determining the class of leverage, or in locating power, weight and fulcrum. Now, will the mechanics of the situation be changed if, instead of a straight stick I give him a bent lever like this?

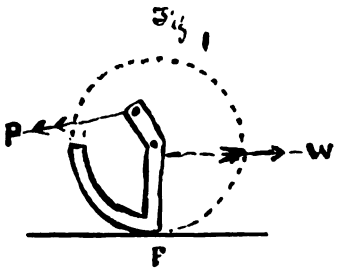


Or if I increase the size of the lever and change its shape to that of a wheel do I change the relation of power, might and fulcrum?

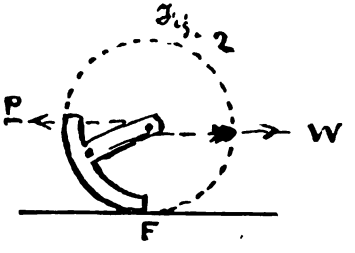


Digitized by Google

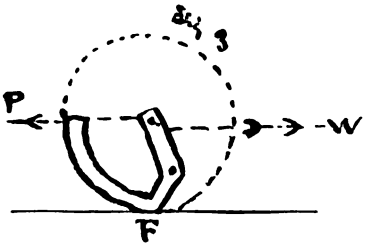
As I see an engine driver wheel rolling on a track I see that every movement there is a lever in use, constantly varying, but always of the second class and with fulcrum always on track. Starting the piston forward from the middle of the cylinder, look at each quarter revolution and see how little of the substance of the wheel has anything to do with the movement. The power ex-



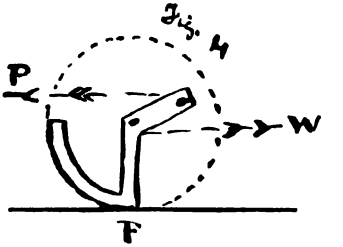
erted against the piston is applied to the wheel at crank-pin, and the first quarter revolution could be made as well if all the driver was cut away except the part enclosed in heavy line (Fig 1.) This part affords a lever with power (P) and weight (W) as indicated, the fulcrum always on track at (F). For the second quarter revolution the power against the front end of cylinder is applied to the wheel by the frame (Fig. 2),



and we have enclosed enough of the driver for a lever and keep the fulcrum still on track at (F). In the third quarter the power is applied as in the second, the fulcrum always on the track. In the next quarter the forward pull of the piston applies the power at crank-pin (Fig. 4) to one



end of a bent lever, weight between power and fulcrum, the latter always on track. In these movements the leverage is constantly varying with the angle of pin with axle and track. At two points we have nearly direct or straight leverage, the shortest (Fig. 3)



being equal to radius of wheel, and the longest (Fig. 1) being equal to radius and half stroke.

Mr. Editor, according to "Vulcan" all this is wrong, bad mechanics and false reasoning, and if it is wrong it is not worthy of space in your *Magazine*. I do not want a dispute with "Vulcan," but I want an explanation of my error, as full as my statement. If you will send this to his address I know he will let me down kindly but frankly, and probably that will be better than troubling your readers with my crude ideas and sketches.

Amboy Division.

[As a large number of our readers are interested in the propositions involved in this discussion, we prefer to give full space to the writer for all his articles.—Ed. Magazine.]

Mr. Editor:—In the May number of the *Magazine*, page 273, I see an article headed "How to Run a Locomotive," which goes on to say, for best economical results to always run with the throttle valve wide open, and regulate with the reverse lever, working on the principle of an automatic cut off gear of a stationary engine, and cut back instead of withdrawing the steam, or partly closing the throttle valve when desiring to check the power, and thereby save fuel through the laws of expansion, etc. And thereof I wish to say, there seems to be a diversity of opinion in regard to this, and when I call your attention to the fact that about seven-tenths of the locomotive engineers I am personally acquainted with, work their engines with partly closed throttle valve and reverse lever hooked down, and they all tell me their reasons for so doing: she does better; don't hump about; lever don't rattle so hard; don't choke herself down, and steams better. Because these men have been running engines twenty-five years does not signify that they do not know what they are talking about when they use such expressions as the above, though if

Digitized by Google

they had the education of the present time in the phrases of the action of steam in a cylinder of an engine, they would mean: runs smoother and faster; too much compression; too much pressure on the slide valve for the gear, too much lead, compression, condensation and evaporation, with sufficient blast on certain coal, otherwise no steam in boiler. Taking the above theories from both the first and last engineers of the day, it seems that the shifting link valve gear has too much lap and lead, when working under an early cut-off. To this end I would advocate not too many notches in the quadrant next the centre one, and still expand steam within the limits of economy, as does the builder of automatic engines recommend. However, there are certain conditions where a goodly portion of lap and lead is beneficial, particularly in high speeds. I remember an instance once, where an expert was taking indicator cards from a locomotive, and when going up a long grade with a freight train of twenty-four loaded cars, it was necessary to run but nine miles per hour, and the engineer was working her in the ten inch notch with the throttle valve partly closed; when a card was taken under these circumstances, it looked splendid with this exception—it did not show boiler pressure, so the expert made a "kick" and told the engineer he did not know how to run an engine, and proceeded to show him; so out came the throttle lever and the reverse lever back next to centre, or first notch, and another card was taken, showing excessive lead and compression with a loop formed at the admission corner higher than the steam line, which resulted in reducing the speed of the train and caused the whole machine to roll about on her springs, and I think were the expert to carefully consider this last card, with other practical conditions, leaving out the terminal pressure in the theoretical calculation, he will conclude he has a very fair card. The engineer is still in charge of this engine and holds a fine record as regards fuel and wear and tear of his machine, and has just finished his thirteenth year as locomotive engineer, and works the engine as heretofore on the grade, with the "expert one more point ahead."

"R. Ockerarm"—You will receive earlier cut-off, release and compression only with rocker arm slotted, while with the shifting link motion, you can reverse, vary the cut-off, release compression and lead, the latter being essential in high speeds.

"E. P. B.," Nashville—I am glad to hear from you in answer to questions asked by me on air brakes, in the last issue, which contains some very good points, but think you are wrong in saying that it is possible to slowly, or any other way, draw off all the air in the train pipe so that the gauge will not indicate anything, at the same time having auxilliary and brake cylinders equalized in pressure through feed port-hole in the slide valve of the triple valve, without necessarily compressing graduating spring. From the fact that under a pressure of eighty pounds, with all the air drawn off the main pipe, and assuming the auxilliary pressure to have been reduced to sixty-five pounds per square inch, due to expanding into brake cylinder and with a triple valve whose piston area is equal to, say seven square inches, whose top side is exposed to the auxilliary pressure, and such being the fact, have we not then some 465 pounds pressing said piston downward, minus the friction of valve and graduating spring? whose resistance in pounds per gauge is exactly what I want to know. Please try again, because knowing this will enable us to better manipulate the brakes. Now, in answer to your question, why an air pump pounds? I should say: If, when a pump is new, and she pounds on the bottom heads in the main cylinders, I would shorten the slide valve rod between the shoulders where the reversing plate strikes them; if she pounded the upper heads instead, lengthen the same rod next to slide valve, only, and in case that pounding occurs at both strokes, combine the two remedies given above, bearing in mind in the latter case you reduce the quantity of air delivered from the pump in each stroke. With a pump that has been used for some time, and was all right when new, I would first look, for gum on main cylinder heads; second, see that ports leading to reversing piston of valve motion were clear; third, know that the main piston packing wings do not leak; fourth, and know that the slide valve has sufficient travel. You cannot obtain compression in steam cylinder due to the peculiarities of the valve motion. All cushioning is found in air cylinder.

I will further add for "E. P. B.," and his Monitor injector scrape, that in addition to the water hole being frozen up so nicely as to cause his injector to kick off, due to vacuum in tank, that the tank valve stems also must have been in same condition, or otherwise packed better than most of them now-a-days, for the boys let them leak so they can determine by the splash when coupling on to a train whether the tank is full. I would be afraid of cutting my thumbs to break a glass as indicated on page 599, October issue. *Poly* ——.

NEW YORK, October 3, 1887.

MR. EDITOR:—In the *Magazine* of this month, on page 591, is a well *written* article from the pen of "Slick Eye See," asking me a few qestions, and which winds up with a covert slur at M. M 's. He makes the mistake of calling me a M. M. I am simply an engineer—true, now what is called a Road

Digitized by Google

Foreman of Engines, or what used to be called traveling engineer. There is no position about a railroad so onerous as that of M. M. He has no credit side to his ledger; his department is one of expense—all outlay and no income. His department is the one first struck when reduction of expenses comes in order. He is between the upper and nether stones—between his men and his managers, and they keep it hot for him. Don't slur the M. M.'s; just apply yourself to study and reach the position, and you'll see "how the old thing works."

"S. E. S." seems to object to my advice to firemen to study; to improve themselves in knowledge; urging the objection that a man must wear himself out until he becomes pale and haggard, as a result of his intense application. Pshaw! what nonsense! In the three or four years of probation required of a fireman, if he has but a common school education, all the theoretical knowledge required will *force* itself into his brain with no effort on his part, if he will only allow it, too, and not keep it away by running his mind on frivolous or baneful subjects. If he meets it half way by invitation, how much sooner will it come? If, in addition, during his probation, he notices carefully what goes on under his eyes, steps around in the round house and watches the operation of setting out packing, lining out rods and such other repairs as may be daily seen there, he will gain much more practical knowledge than can be obtained in some other places where he spends time; and that is not in the bosom of his family either. Let the fireman do this; let him learn, not because it is a necessity, but learn because it is a pleasure, and when he comes up for examination, and passes, which he will do—for the studious man is always a temperate one—he will be so clear-headed that his liability to discharge for *any* cause will be reduced to a minimum. "S. E. S." seems to fear the discharge of the engineer for some trivial cause—that such has been the case there is no doubt—but it is not by any means the rule. Discharging an engineer for a trifle may only be done as a quiet way to get rid of a poor tool, to make room for a better man. I do not mean to say that a first-class man is never discharged, but I do say that so far as my experience has gone, a man's qualifications are always taken into consideration in meting out punishment to an offender, if the offense be one that will admit of any deviation from rules or laws. "S. E. S." is a keen observer, and he can look around and find men who are in every respect superior to others; men who are better worth double wages, than others half pay. Accidents do occur that are beyond human foresight to prevent, but four-fifths of the so-called accidents that are daily recorded in the newspapers are the result of carelessness or neglect and could have been avoided if a proper care had been observed.

That there are "no vacancies for engineers" is a painful fact! Has it occurred to "S. E. S." why this is so? In Africa, the negroes use a weapon of war and the chase, called a boomerang. The peculiarity of this weapon is that when thrown by a skilful hand it returns to the thrower after striking its mark. To the unskillful it is extremely dangerous, often destroying the man who attempts to use it. Have not engineers thrown a boomerang when they promised, or rather formed a coalition, with the firemen to insist on their promotion in order to gain their assistance in carrying out some measure they had in view? Are not fireman throwing a boomerang when they object to an engineer being hired, and insist on one of their number being made an engineer instead? That such a coalition exists to a great degree any engineer can prove by starting out to look for a job of running. Well, no one will attempt to deny the *right* of the parties to do this, (Esau sold his birthright for a mess of pottage), but it certainly was injudicious, and Esau realized, when too late, that he had made a bad bargain. To this cause is almost entirely due the fact that there are "no vacancies for engineers." "'Tis true, and pity 'tis, 'tis true."

Another phase of this case presents itself. Is it not right and just, to say nothing of policy, on the part of the employer, towards the employe, to reward long and faithful service by promotion to better positions when vacancies occur, rather than to put in a stranger about whom he knows nothing, or but little? What inducement would the apprentice have to learn his trade and become a skillful, workman if it were not for the hope of being received into the ranks of jouneymen at the end of his term, and of being paid men's wages? Does not the fireman hope to some day cross the foot-board and take the right hand side of the engine? Then why not make himself *master* of his work as a fireman, and at the same time pick up as much as he possibly can of the duties and knowledge of an engineer? Let him be industrious, temperate, courteous, and kind to his fellows; respectful, not cringing, to his superiors; ready and willing to "give and take;" and above all *learn to do his own thinking;* if he has a grievance, let him go in a manly way *himself* to his superiors and ask for redress Let him not allow himself to be drawn into any measure that he is not satisfied is right. Let him be prompt to stand by his fellows in all things that he knows to be right, and equally prompt to condemn what is wrong. When such a fireman has been before his examiners and received the verdict of "well done, thou good and faithful servant," he will feel

Digitized by Google

that his labor has not been in vain. As an engineer, he will never be in danger of being discharged for a trifle. But on the reverse, the chances are there will always be some railroad company to say to him, "York, you're wanted." *E. J. Rauch.*

GALVESTON, TEX., Sept. 21, 1887.

MR. EDITOR:—The October advance sheets are at hand, so I resume my pen while my scoop is allowed to take care of itself a little while. "Another Elevated Fireman" asks a few questions:

1st. "Why will a pin run hot one way and cold another?" I have never seen an engine work so and am under the impression that this result could not have been on account of the mechanical construction nor irregularity, but was merely the result of grit or of not being properly lubricated. I may be wrong, of course.

2nd, Is easy, as the cross-head travels only in the direction in which the engine is running, the cylinder being pushed forward over the piston on what is termed the back stroke, the guides being pushed, or rather pulled, forward over the cross-head, and as the guides are lined exact the friction on this stroke is very light and the same top and bottom, but on the forward stroke the cross-head is pushed forward, and as the crank-pin is above the line of the guides there is a heavy downward pressure bearing the cross-head down on the lower guide; this condition is just reversed on backing up, as the cross-head is *lifted* by the backward pressure, causing the greatest amount of friction on the top guide.

3d. There would be no danger of breaking the other rod by being pushed or towed as there would be comparatively no strain upon it. All the danger of breaking is in the power applied through the medium of the piston and rods, which is absent in being towed or pushed, and the power applied through the draw bar and frame, so that all the resistance to be overcome is the friction of the rods at pins and the cross-head and piston; this is not much as can be seen when an engine is running shut off. I think, as there could be no damage, an engineer would be justified in being pushed off of a bridge, if so disabled.

I was just preparing an article on some of Mr. Lockwood's remarks when the advance sheets came, and in perusing "Vulcan's" excellent article I find he has anticipated me, and as it is so well done I will say I fully agree with "Vulcan" as to the point of leverage, fulcrum and power, and I think he has fully demonstrated it by placing the pin or power on the extreme outside of the wheel, but he has left me one loophole in which I can get a whack at Mr. L.

I only had a glimpse of the September *Magazine* for a few minutes and saw a paragraph in which Mr. L. says "the bottom of the wheel or point of contact being the resistance to overcome, with a four-foot wheel and two-foot stroke would place the pin one foot from centre and would give one foot of leverage on bottom or backward stroke and *three* feet on *forward* stroke," by which he claims to demonstrate the strong and weak parts of an engine. We will, just for argument's sake, admit that the point of contact is the resistance, the pin the power and the center of axle the fulcrum, what is the result? We have on bottom quarter from fulcrum to resistance two feet, the power being applied half way between, we have one foot of leverage to overcome two feet of resistance; now let us reverse it, the pin (power) is above the fulcrum, what is the result? You have from center (fulcrum) to contact (resistance) *two* feet from fulcrum to pin (power) *one* foot, you can *not* add your one foot between power and fulcrum to your two feet between fulcrum and resistance to make your power of leverage, but only the distance between your power and fulcrum which is the same in both cases, one foot of leverage to overcome two feet of the other end of lever; both are the same, but as I said before, I fully concur in Vulcan's opinion that the resistance is *not* to be found in the point of contact, but in the boxes and jaws and through the frame, thence through the draw-bars to the train. I merely supposed the condition, as Mr. Lockwood stated it, to show that his theory of one strong and one weak point would have to be demonstrated on some other theory than leverage being unequal.

Unlike "Slick Eye See," I am in favor of learning all we can, and I don't think it requires all of one's time while off duty but a little time each day will help one wonderfully, and a splendid place to acquire this knowledge is the Lodge room.

Before I started out a couple of years ago I used to be a very regular attendant and always with as much to say as a magpie on a bright morning, but I hope with much more sense in my sayings. Then No. 290 was in her glory; we never missed a meeting and we always had lengthy discussions pertaining to the good of the Order before the Mechanical Department was started in the *Magazine*, and every Sunday that we met we had some mechanical problem to discuss; engines brought in in all kinds of shapes, causes and effects, difference in high and low pressure, and I am confident it had good results, as a number of firemen have been promoted, and all who took part in these discussions are doing well.

In this section of country it is not so bad as "Slick Eye See" says; the roads here do not follow that rule of making their own men, but hire *three engineers* at least, to one fireman promoted, and if you only have three years to fire you are in luck, for here if a man

Digitized by Google

crosses the deck in six he is doing well. I am sorry that I have not been enabled to follow the mechanics closely, but the fact is I have only had three of my *Magazines* since a year ago, but no one connected with the Order is to blame, only my traveling around from one place to another has caused it.

It seems from pieces I glean from two or three correspondents that Mr. Rauch has answered the query put by "Kansas City" of an engine with eccentrics put up on other than the main driving axle. I had intended to ask him direct through these columns on this score, as my opinion is that an engine of that class so disabled is helpless, but an engineer on the Missuori Pacific at Kansas City, last February, who is running one of that kind, a ten-wheel 19x26 on passenger, ridiculed my theory. When I stated my opinion he said it could be run in the same as any other engine, and when I suggested that the slightest slip would throw the valves out, he said the engine *could not slip* as the *valve* could not be brought in harmony with the piston, that slipping was impossible on account of the valve being in opposite position to the piston. I asked him how it was then that an engine still run forward in back motion. He got angry, and said he guessed he knew his business better than I did, and I left him.

Yours fraternally,

Eccentric Strap.

MR. EDITOR:—The appalling railroad disaster at Bussy Bridge, near Boston, and the more recent and still more terrible slaughter near Chatsworth, Ill., have been telegraphed and published in the daily and weekly papers, and even the monthly magazines have devoted more or less space to a description of the accidents, and the news has caused a shudder of horror throughout the nation. The press in general, and more especially the mechanical papers, has discussed the causes, and suggested various plans to prevent a recurrence of such frightful sacrifices of life and limb. In the more recent case at Chatsworth, Ill., a "double-header," heavily loaded excursion train, was precipitated into the dry bed of a stream, the whole length of the wooden trestle by which the railroad crossed the (sometimes) stream being less than twenty feet, and its height less than twelve feet. That the failure of a structure crossing (what in many sections of our country would be designated a mere ditch) should cause the loss of more than one hundred and forty lives, and the maiming of many more for life, is ample cause for the discussion of preventives. This trestle being built of wood was liable to destruction from two causes; the one working gradually but surely by the slow decay of the timbers, the other cause being the swift ruin by fire. Both of these causes had no doubt been at work at this trestle, but it appears that fire, to which the trestle was peculiarly exposed, owing to a long continued drought and the burning of grass and weeds near it, had eaten away the timbers and when the heavy excursion train struck it, it crushed the remaining shells and hurled the train to destruction. As fire had thus proven the most active and swift agent of destruction the instinctive feeling seems to be to take iron in preference, as that metal is cheap and not liable to destruction by fire. But let us note the other disaster (Bussey Bridge) and we find that in this case iron gave way. Now, it may have been an inherent fault in the construction, but as the structure had carried many trains just as heavy, and running just as fast, it is more natural to suppose that deterioration had also been going on in this case. It seems that iron, and steel, too, for that matter, if subject to great strains either by tension or compression, or by jars or concussions, or expansions and contractions by variations of temperature, loses much of its fibrous character and becomes more brittle and more liable to fracture. Especially is this the case when by long continued frosts and cold weather, the whole mass of metal is reduced to a very low temperature. As these causes operate against the life and perpetuity of iron bridges, and as there are thousands of small bridges of the sizes which caused these disasters, in use on the railroads of this continent, it seems to be a matter of the highest importance that a material not subject to the injurious effects above mentioned be designated, and used as far as possible to replace structures, which form a continual menace to the life and limb of persons, and the safety of merchandise transported over them. It seems that we do not have to look very far to find such a material supplied to our hands, to be had for the getting, and only awaiting the manipulation of man to give us bridges that will not succumb to fire, decay, frost or concussion. Of course I refer to stone, and these stone laid up into arch bridges, the simplest in material and the strongest of any that can be built. Stone arches built centuries ago and afterwards abandoned and left at the mercy of the elements and without care, are numerous, and positive proof of their superiority to either wood or iron, and the wonder is that railroad builders and managers with such proofs before them should continue to use either one day longer than it is necessary, to replace them (whenever possible) with the stone arch. There may be, and no doubt are, situations where the stone arch would be inadmissible, but surely such small bridges as the Bussy and the Chatsworth (and their number is legion) could be converted into stone arches, and thus practically rendered as solid as the rock from

Digitized by Google

which the stone is hewn. The item of expense ought really not to be allowed to enter the account when life is being jeopardized, but is very easy to calculate that if the T., P. & W. R. R. is compelled to pay at the low rate of say, $5,000 each, for the lives lost in that wreck, or a total of $700,000, it would have been cheaper by far to have built stone arches at all these points, in the first place. We have a railroad near here which crossed a number of deep gullies on wooden bridges, averaging nearly 100 feet above the water level, and ranging from 150 to 1,000 feet in length. The western section of the road was completed in 1852, and the wooden bridges continued in use up to 1864, when one of the bridges went down with two locomotives and full trains behind each of them, and killing six men of the crews. As it happened, these were only coal trains, and the loss of life was small, but the amount of property destroyed in the wrecked locomotives and cars, and in the the cost of transferring passengers and freight around this break for some weeks was very great, and no doubt reached over $80,000. This seemed to make a deep impression on the management of the road, for a strong force of men was put to work at these points, and stone arches now span the streams and roads in these gullies, while the rest are filled in except in one instance where the ravine is crossed by four arches having a height of about eighty feet to the keystones of the arches, which span about forty feet each, and spring out from the piers about fifty feet from the water line. These gullies are now crossed as safely as any other part of the road, and it only needs the expenditure of some money to make every road in the country just as safe, and prevent a repetition of such horrors as have led to the discussions of this point. In view of the fact that there is hardly a railroad in the country that does not have a full and ample supply of stone somewhere along its line, it ought to be only a question of time when stone arches shall replace all these dangerous and unstable structures and carry trains over the chasm just as safely as if on a rock.

IDAHO, October 2, 1887.

MR. EDITOR:—In your October number of the *Magazine* I notice an article signed "Vacuum," in which he is criticising "Vulcan" in regard to the throw of the eccentric, and he also gives an example of how to change the eccentric rods to make the valve travel equally on both ends.

"Vulcan" understands what he is writing of, as the travel is not affected by turning off the eccentric concentrically, and anyone who has any experience with valve motion of the common type, knows that shortening or lengthening the eccentric rods does not interfere with travel of valve, as far as the amount of travel is concerned, but, as "Vulcan" says, it certainly changes the valve's position on the seat. If "Vacuum" was as well posted on valve motion as he evidently thinks he is, he would know that shortening both eccentric rods will throw the valve ahead on its seat in either motion, and if the lower rockerarm is longer than the upper one, it will move less than the rods are shortened, and *vice versa*.

It appears, however, that the locomotives have no rockerarms where "Vacuum" is getting his ideas of valve motion, as he says: "We find by measuring this distance from the opening to the end of travel, that the valve travels, say, one-eighth of an inch further ahead than it does back." To remedy this, he says further on: "We shorten the go-ahead rod one-sixteenth of an inch. This pulls the valve back on its seat one-sixteenth of an inch and we gain one-sixteenth on the other end, making the one-eighth."

Will "Vacuum" explain this, as I always found that the rods should be lengthened when the valve traveled too far ahead, on account of the rockerarm.

He says further: "When we close up the strap on this one-eighth of an inch smaller eccentric what is the reason we don't pull the valve back on its seat a like distance?"

If "Vacuum" looks at the question right here he will probably see his mistake, and I will try to explain it.

Now the eccentric is turned off one-eighth of an inch and as the front half of strap is bolted on to the rod the rod will move back one-eighth of an inch to get the strap to bear on eccentric, and consequently the valve is pushed ahead on its seat a proportionate distance, and the rod must be lengthened correspoudingly to allow the valve to remain in its original position on the seat.

If "Vacuum" will take the trouble and watch a mechanic a few times while setting valves on a locomotive these facts will undoubtedly be made clear to him, and when he once understands them they can not easily be forgotten. Reading of these things is very good but does not impart the conviction as practical tests do. *O. S. L.*

CHICAGO, ILL., Sept. 12, 1887.

DEAR EDITOR:—My *Magazine* for September is at hand and in it an unusual number of queries.

I see that "Poly—" has made an effort to solve my query in regard to air-pump, and I am sorry to say that he failed. The writer was repeatedly informed that it was an impossibility for a locomotive to pump more air than steam, and believed it till one day he fired an engine whose maximum steam pressure was 125 pounds, and saw the same engine attatin an air pressure of 145

Digitized by Google

pounds. This air-pump, which was a standard No. 6, was equipped with the pop, which would pop at 80 pounds, which would not work, and the engineer had to open the valve frequently to discharge the surplus air. I requested Mr. Angus Sinclair for an explanation, and he holds that the momentum of the piston is sufficient to overcome the resistance of the auxiliary reservoir. There is more power to a pound of steam than a pound of air, for the reason that steam will expand while air will evaporate. The writer cannot answer the query of "Poly—" on air, but is conceited enough to think that he can answer the query of "Cottonwood," "Why an engine slips more when she is hooked up than in full stroke." When an engine is hooked up her valve travels a great deal less than full stroke, and therefore a great deal quicker. It is just the same as pulling an engine wide open at the start. She has lots of steam, but is unable to start her train up at once; the steam is irresistible, and the result is the engine slips. "Cottonwood" says an engine will have the the most power when in full stroke, but wants to know why he will stall on a hill when the engine is in full stroke. When an engine is in full stroke her cylinders are full of steam almost to the end of the stroke, and the return stroke finds the cylinders full of steam (which is called back pressure) the same as on the forward stroke, and so on. If she were cut up she would not work steam full stroke, which would give her a chance to free herself, and give her the full benefit of her steam (expansion included) without back pressure.

In answer to "Tallow Pot" I would say: Look in the front end and you will see two steam pipes running from the dry pipe to the cylinder; they are connected, and when you shut the throttle off, you leave them full of steam—you will have to wait until your one-side exhausts both of them before it will create a suction sufficient to give her oil. With the best wishes for the Mechanical Department, I remain

Yours fraternally,

Noname.

PHILADELPHIA, Sept. 26, 1887.

MR. EDITOR:—In reply to numerous inquiries as to what experience we have had in burning crude petroleum, I enclose a statement which I made at the Eighteenth Annual Convention of the American Railway Master Mechanics Association, held at Washington, June, 1885. The successful trial herein referred to occurred in May, 1885, although the experiments to that end lasted for some fifteen months previous to that date:

REPORT OF THE PROCEEDINGS OF THE EIGHTEENTH ANNUAL CONVENTION OF THE AMERICAN RAILWAY MASTER MECHANICS' ASSOCIATION.

(Page 109.) Mr. W. E. Lockwood—I am advised that the suggestion which I am about to make is proper at this time. It is this: The Franklin Institute are going to have an exhibition in September of what is termed a novelty exhibition. During the past three years there have been many recommendations and suggestions as to the question of weighing the hammer blow, many believing that the blow may be weighed with the speed of rotation, but that it is not possible to weigh it with the speed of rotation combined with the speed of translation. I therefore move that a committee of five be appointed to act in conjunction with a committee of the Franklin Institute to confer and suggest plans to be tested at that time. That will be without expense to the Association. I shall be glad to answer any question that any gentleman desires to ask in that connection, and also to make a brief statement in regard to some recent experiments in burning crude petroleum.

(Page 157.) Mr. D. O. Shaver.—I would ask that Mr. Lockwood be granted privilege to make a few remarks in regard to Smoke-Stacks.

The President—That is in order, as he is a member.

Mr. Lockwood—Our experience is that at the very highest speed where we had a spark-arrester, it choked the engine. While it worked very well at forty-five miles an hour, when we got up to sixty or sixty-five the engine was all choked up. My further remarks have a direct relation to an engine that does not require a spark-arrester. We exhaust in this engine out of the smoke-stack, and through two 6 inch nozzles. We could not make steam enough to run sixty five miles an hour with 3-inch nozzles, burning soft coal, and we reduced them to 2¾ inches, showing the variation required to make steam enough between these two speeds. Recently we have been burning crude petroleum. The last test was on the main line of the Reading railroad. The speed test showed fifty-five miles an hour; the pulling test showed the engine pulling fifty-four cars, five of them only being empty; weight of engine and train 600 tons. That stalled the engine. With a starter, she took that train and distributed over the line, with a curvature of twelve to fifteen degrees, and a grade of four feet to the mile, blowing off steam at all times, with 130 to 138 pounds pressure. She had five burners in her. As to the economy of that, the engine had steam up, and remained without any fire under her for twenty-four hours. The cost, then, was thirty-five cents to get up 135 pounds of steam. The estimated cost of burning crude petroleum, so far as this test is concerned, is that a gallon of crude petroleum will make a train mile of service. That gallon costs three and one-half cents. It is very simple in operation. This is the best data we have through our own tests. Other calculations say that 100 pounds of crude petroleum is equal to 175 pounds of the best bituminous coal. I have here a statement given to me, as to what they claim: The distinctive features of burning crude petroleum are, by a superheating system in the fire-box, and mixing it with crude petroleum, converting that into gas, and burning the gas so that there is no carbon deposited at all, after the engine is once started. Should there be any surplus material in the mixture in the tube, they burn this surplus on an iron plate, and supply a sheet iron pan to catch it, and aid combustion."

William E. Lockwood.

POCATELLO, IDAHO, Sept. 25, 1887.

MR. EDITOR:—In the August number of the *Magazine* "Water-Glass" asks this question: "If the reverse lever of an engine is broken and she has no tender brake, how can she be brought in?" He does not say running light or with a train. "Vulcan's" reply, to take a few cars, is right.

I will ask "Vulcan" how he would take a light engine down a 126-foot grade five miles long, with reverse lever broken, and no tender brake? *X-10-U-8.*

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

THE TRAINING OF CHILDREN.

Outside the rain has been falling steadily all day, a cold, penetrating mist that causes the pedestrian to hug his garments closely around him and hasten toward shelter. The flowers that put forth a luxuriant September growth to make amends for the cruel treatment of the summer, hang their wet heads disconsolately. Gusts of wind and rain send the brown leaves to the ground, and the limbs of the trees are left bare and desolate. "Good-by, summer, good-by, good-by," is the plaintive chorus sung by the voices of nature. It seems but yesterday that all these voices were full of brightness and buoyancy, singing as if the warmth and sunshine were never to end. The fragrant flower bells swung merrily in the soft, sweet air; the beetles and grasshoppers held revels amid the perfumed shadows; the bees and butterflies sipped nectar from dawn till dusk; and the feathered choir, in leaf-embowered temples, sang anthems of praise and gratitude in behalf of all God's favored creatures. But we grew tired of summer, even as in a few short months we shall find the winter long and tedious and shall sigh for spring. In these varying seasons the Creator recognizes and ministers unto this restless desire of our nature that demands a change even from that which is pleasant and acceptable. We could not appreciate or enjoy the charms of nature as thoroughly as we do, if the panorama were not constantly changing and part of the delight consisting in anticipation. Just now it seems as if nothing could be more agreeable than these cheery rooms, swept and garnished and freed from every trace of summer's dust; the open piano; the beloved books, so long neglected; the blazing, crackling fire; the easy chair, which welcomes us like an old friend. How barren of all attraction seem the lakes and mountains, the woodland streams, the shaded dells, that held us captive all the summer months. They are like the beautiful face that draws a man from his true allegiance only to prove a dream and a delusion, and sends him back to his own, dear love with a higher regard and appreciation for that which he might have lost forever. Thus return we to our homes, tired of the world, glad and thankful for a refuge where we may be alone or with those only who love us and whom we love.

Looking back over the scenes and incidents of the past summer, the two impressions that come most vividly to my mind are, 1st, the utter mis-management of children; and 2d, and following as a natural sequence, the conduct of children after they have passed the shadowy line between childhood and man and womanhood. I doubt if any nation on earth, even among the savages, can offer such a spectacle as is presented in the government of American children. Perhaps the reason we see so many painful examples of this in travelling is because the judicious mothers stay at home with their children. Let us hope such is the case. There may be a few exceptions, where change of climate is necessary or where children are closely confined in large cities, but except in rare instances, children are infinitely better off at home than in any other place. The beginning of the journey is the commencement of their trouble, and not only of their own but that of their mother and of the travelling public. When he starts on a trip the traveller needs to lay in a stock of the cardinal virtues and he will need them all. The demands upon one's politeness, forbearance and general code of philosophy, propriety, etc., is limitless. The effect upon children, who have neither judgment nor self-control, is to call forth all the most disagreeable elements of their nature, and the harrassed mother exclaims, "I don't know what is the matter with the child. He never acts this way at home." We speak more particularly of the mother because she generally travels alone with the children, or if the father accompanies her he usually contrives to shift the responsibility of managing the children.

It seems almost a satire to speak of the government of children, there is so little of it. No one can more deeply sympathize with the trials of a mother than does the writer. She understands every tired look, every impatient gesture, every discouraged expression, but alas! she realizes also the terrible failure made by so many mothers to manage their children in a wise and judicious manner. What a majority of children need is to be saved from their mothers Especially is this true of young mothers. It makes one heart sick to see a girl scarcely arrived at maturity, entrusted with the moral, mental and physical training of that most wonderful creation, a child. The possibilities of good and evil that lie enfolded within that tiny form should make the responsibility of a parent the most sacred on earth. But lest this sense of responsibility may not be sufficiently great, there comes into the hearts of parents when a child is born, the purest and strongest and most enduring love possible to humanity. But there is no one virtue that is able to meet the requirements of life unless it is re-inforced by others, and unless this parent-love be accompanied by wisdom and firmness and good sense, the

Digitized by Google

child, in many instances, might be more properly brought up by strangers.

Travelling brings out the worst qualities of both mothers and children, and I would be sorry to believe that those whom one meets on trains and in hotels are true types of motherhood. Of course, before the public, mothers want their off-spring to appear at their very best, and of course at such times they act their very worst. Fifty times this summer I have seen children lifted and jerked by their little arms till it seemed as if a shoulder would surely be dislocated. Over and over again I have seen small children soundly boxed for falling down. Many a time I have seen babies, cold, wet and hungry, shaken and slapped for crying, by mothers who seemed to forget that the first essential in the care of children is to make them comfortable. But the foolish and almost criminal management usually culminated at the table. Almost without exception the children were permitted as much tea and coffee as they wanted to drink. I know of no sight more painful than to see a thin, sallow-faced child swallowing a big cup of strong coffee, a common occurrence at hotels. Every form of pastry in any amount was permitted, the majority of mothers paying very little attention to the diet of the children. One mother every day at dinner forced her seven-year-old daughter to eat a large piece of nearly raw beef, after which the child was allowed to fill up on whatever she chose. Almost invariably the youngsters put three or four spoonsful of sugar in their tea or coffee and left the table with their hands filled with lumps of sugar, fruit, etc., and a clean table-cloth was a necessity after they had finished. And yet hotel managers are expected to take all these cherubs at half rates. One irate landlady, when asked if she charged the same for children as for grown people, said, "No, indeed, I charge more."

Very seldom during the summer did I see an act of politeness or self-denial on the part of a child. They claimed and took the best of everything without regard for the feelings of older people. Occasionally there was a beautiful exception and it was fully appreciated. It is natural for everybody to love children, but the present unmanaged generation has a tendency to alienate that affection. For this we must hold parents responsible. It may be true that our ancestors were too severe in their training, but the parents of this age go to the other extreme. It is not discipline to punish a child because you happen to be in an irritable mood, and to leave it to its own devices unless they happen to interfere with your own convenience. A sentimental feeling, misnamed love, is accountable for the many "spoiled" children who not only make themselves a nuisance to all who come in contact with them, but are forming habits that will be detrimental to them all through life. The training of children should not be a mere matter of chance, but it should be the problem of the parent's life to which daily she should give her careful attention, bringing to its solution her wisest judgment and tenderest devotion. In a conscientious endeavor to discharge this duty in a manner that will bring us no regret in time to come, we shall find that all unconsciously we are moulding our own character and bringing it more nearly to that standard which we would be willing to have our children take for an example.

There is so much to be said upon this subject that I find all and more of the allotted space is occupied, and yet only one branch of it has been touched upon. The rest must be left for another paper, and, in the meantime, we will ask our correspondents to give us their ideas upon the young girl of the period and her brother.

To Woman's Department:

"HE'S ONLY A FIREMAN,"

Was the remark that was passed once with as much sarcasm as the amiable and intelligent person who uttered the stigma (?) knew how to use, and concluded by saying that he "held his head as high as if he was a Vandarbilt,—such airs for one in his position."

As the one referred to happened to be a very dear friend of mine, and one whom I was proud to know, although "nothing but a fireman," it set me thinking, and the result of my soliloquizing you may read, as my pen traced my thoughts accurately.

Well, I was thinking, was this young man who chose railroading as a means of an independent livelihood any the less a gentleman because he happened to be at the end of a hard day's work, blackened beyond recognition and his hands well greased. I asked, did these make him any the less a gentleman? And common sense sent back the reply of "No," decidedly and emphatically. No! these are trifles which soap and water can cleanse. So long as heart and lips are clean in God's sight, the proper position for the head was to "hold it high."

And I happened to know that these hands that were not afraid of car grease could gently smooth the pillow of a sick mother or make some cooling draught to ease her fevered brow, and his eyes could find no sleep while that mother moaned, but he sat night after night, when his day's work was finished, by her bedside and nursed her back to health.

And this is the fireman who because he did not happen to be an office dude, none of his hard-earned money should be expended for a neat, tasty suit; he should, I suppose, to this person's imagination, go about with greasy, ill-fitting trousers and loose, ungainly coat, fringed out at the elbow, and his head bowed down, ashamed to look at people whose friends happen to be ink slingers, or perchance belong to a profesh,—who should feel ashamed to be a promoter or helper in the commerce of his country. Instead of this person's ideal fireman, what do we

Digitized by Google

see? A fine specimen of American manhood, one who is proud to be "only a fireman," who holds his head erect, who does not shrink from manual labor, whose money is not squandered in gambling or drink, but one who makes his gentle mother his banker, on whom he says he intends to draw the month after never.

And I also know him to be one who would blush with anger to hear an oath or blasphemous word uttered before any young woman and would not tolerate vulgarity under any circumstances. He comes home in the evening whistling or singing, and his mother forgets the shadows and cares of the day under the beaming sunshine and gladsome presence of her "little boy" (although he tips the scales at 180) as she loves to call him, for she can never think of him as a man, doing a man's duty in one of the occupations which helps the world on to progress. Nor does he forget the lessons learned in childhood at that loving mother's knee, one of which was when she said to him: "My child, when you drift out among the busy sea of toilers, whatever may be your occupation so long as it is an honorable and just one, hold your head erect, and do nothing you will have cause to regret, nor strive to reach the top at a bound, but take your time, my lad, and learn the technical points of the beginning of your work. And when promotion comes you will be master of your position, not your position master of you. Success comes to him who knows how to be useful and can elevate the standard of his work; never be afraid to use both hands and mind, my son, and never shirk a duty, no matter how trifling that duty may be."

And this is the young man, though "nothing but a fireman," of whom I think I am justified in saying that after cleansing himself from all traces of his arduous labor would compare as favorably in any drawing-room as the real nice, dapper young fellows who would not stain their hands, you know, in such an occupation as that of railroading.

If this first attempt of mine does not meet sudden death by the Editor's scissors and find its grave in the waste basket of the sanctum, you will probably hear, at some future date, from one who is not ashamed to sign herself as "Only an Engineer's Sister," or reversing it, "An Engineer's Only Sister."

Mary L. Moran.

BUFFALO, N Y.

DE SOTO, MO., Sept. 10, 1887.

To Woman's Department.

I beg to differ with "Pansy" in thinking the boys of Pride of the West are lazy, or born tired. On the contrary I think them energetic, good and true, always ready and willing to discharge the duties that rest upon them, to the best of their abilities, And on meeting days, when it is possible for them to be here, each member may be seen promptly wending his way to the Lodge room. After having been on the road twenty-four hours, or perhaps more, with comparatively little rest, or none whatever, when they get home they are tired and worn out. Then after hastily partaking of the meal prepared for them, they seek the rest that for hours has been denied them, and are soon lost in peaceful slumber. In a few hours more the caller may be seen, with book and pencil in hand, at the door. And in a few moments the weary man of a few hours ago, now very much refreshed, may be seen on his iron steed, with scoop in hand, gliding swiftly along the rail. Thus it is, day after day, so you see, my dear "Pansy," they can not really be called lazy.

Mr. Robert Clark, after faithfully swinging the scoop for nearly six years, was recently examined on the time card, by Mr. Johnson, and pronounced "O. K.," so now sits on the right side. Messrs. Lanham, Moore, Farmer, and others, whose names have escaped my memory, have also been promoted to the right. May they all be crowned with success.

"Pansy," you are not the only one that whistles, for I, myself, am a great whistler, still, am willing to see my husband wear the breeches, which he does to perfection.

For fear that horrid waste basket is waiting to get this in its clutches, I will bid you all a kind adieu.

Polly Snipper.

CLIFTON FORGE, VA., August 2, 1887.

To Woman's Department:

At the request of my brothers, two of whom are members of the noble B. of L. F, I send you greetings from Jackson Lodge No. 274, which has hitherto been silent.

This Lodge, which was established two years ago, has been steadily gaining ground, not only in numbers but in the estimation of the community at large, which cannot but be impressed with the noble principles of the Order, exemplified in the lives of its members. No truer hearts ever beat than some which beat beneath the blue jackets of the railroad boys.

There are lights and shadows in every life and it is wise, perhaps, to dwell upon the brightness and to forget the shadows, while we may. One recompense, I think, which comes into the life of him exposed to danger and death is the increased care and tenderness of his "women folk." If a mother has a tenderer spot in her heart for one of her children, it is reserved for her railroad boy, and in the silent watches of the night his sister's prayers go up that he "may be kept." No more thoughtful care is taken than for his lunch basket, and because of his hard life, "poor boy," he must be generally petted and waited upon until there is a tendency to consider himself the primary member of the family and the remainder auxiliaries, whose sole duty consists in ministering to his comfort. Notwithstanding the hardship of their lives, what merry, light-hearted men they are! We met, recently, at a party, Master James Myers. If he fires an engine and attends to the duties of his office with the same enthusiasm with which he talks to the girls and "trips the light fantastic," we are not surprised at his popularity. We believe, however, that he was succeeded in his office at the last election by Mr. Jno. Wright. Decidedly the character of the town is jolly Dick E——. Every face brightens at his coming, assured of hearing "something good." During the recent "hottest weather on record," with the thermometer standing above 100° in the shade, he, too languid to shovel coal, reached town, he declared, with the fire-box the coolest place about his engine. He was very ill

Digitized by Google

last fall, but even in the delirium of fever, his power of repartee never deserted him. Being asked by an attendant if he wanted much water in his medicine, he promptly replied, "No, and not much medicine in the water, either." A matrimonial fever is raging in our town. Several firemen have led to the altar fair girls who were "brave enough their fate to share." Others, more prudent, are happy in the confidence that their sweethearts will wait until they are "promoted." That the consummation devoutly wished for may be in the near future, is the desire of their friends generally, and of

Firemen's Sister.

LAFAYETTE, IND., October 1, 1887.

To Woman's Department:

Being a constant reader of the *Magazine* I have read it through, "hubby" being at Lodge. Then thought why cannot I again say a few words in behalf of how to fill lunch pails and how to raise our children: how to clean stoves and be kind to our husbands, last but not least, as the wife of Barnabas says; they have a hard lot, many dangers to contend with, they dare not tell us while we are watching and waiting to see them safely home. The hand of God is on them. How thankful we should be when they arrive safely home, sweet home to them if they are met with smiles and not frowns. Again let us teach our children (if we have any) to look with anxious hearts and not fear for their papa's coming—if we take the right way of training our little ones, teach them to love and not fear those who are their protectors. Well, as it is about time for "hubby" to come and visions of the waste basket rises before me, yet still I fear no evil. Like Pansy, I am jolly, and prefer woman's rights in the right way and not be a chronic growler. Yes, I can whistle, sing or talk with any body at any time or any place, and try to make the world a paradise and not think of how, where and when we will be next year. We all have hills to climb in life. Don't let us begin before we reach them. Keep away as far as we can. Wishing you all God's speed, I will bid you adieu.

Phœbe.

SPRINGFIELD, MO., September 10, 1887.

To Woman's Department:

How often do you hear the remark; "A railroad man has no business with a wife," and how often do the wives themselves make that same remark when they are anxiously looking forward to the time of their husband's return; the time comes and passes and no husband; they rush frantically down to the office and find out! What? Nobody killed or wounded; train four or five hours late. I wonder how many go back home fuming and fretting because dinner will be all dried up, not fit to eat, and it will be too late to take a ride out to the park, by the time your husband reaches home. You are out of patience with yourself and the world in general; everything goes wrong and the husband is not sorry when it is time for him to go out again. Such, I regret to confess, was my first year's experience with railroading. Now I say, who has more need of a wife than a railroad man?' He comes home tired and often discouraged; who can drive away the blues as effectually as a wife? I am sure no other man enjoys his meals at home as much as he and no one can appreciate a cheerful home and happy wife more than a railroad man. Those of you who are given to repining over your lot, try it and see if the bright, happy face of your husband does'nt more than repay you for every effort you put forth in his behalf.

A Fireman's Wife.

PHILADELPHIA, PA., Sept. 22, 1887.

To Woman's Department:

I wonder why it is, some folks never will allow exceptions. In reading over the article in this month's *Magazine* from "Mrs. D. L. B.," I feel inspired to say something in behalf of city girls, who seem so much in need of advice on the subject of housekeeping. "Mrs. D. L. B." says, "Of course they ought to know a great deal about such things before they marry, but generally wait to learn such things after marriage."

Now, it is my opinion that those who know the most about such things before marriage do not always make the best housekeepers. Take, for instance, the servant girl, who has to keep the house of her mistress clean and neat. One would think, knowing so much about such things, it would always be easy, after marriage, to keep their house just as neat, but I know of two who were servants (and my acquaintance amongst them is not large), who are anything but good housekeepers in their own home.

Then, again, there may be some mothers who cannot bear for their daughters to soil their pretty white hands. They must get up late, practice all the morning and then dress in the evening to pay or receive calls. "Then, Mrs. D. L. B." says this is the way a city girl is brought up. I say this is the way they are not brought up. There are exceptions to all rules and to this way of bringing a girl up there are a great many exceptions. There may be some foolish mothers who bring up their daughters in that way, but, I was not one of such daughters, nor is anyone else, amongst my acquaintances. Although some of them have no need to soil their hands, still they were not brought up in the above way. For myself, I was engaged from home during the day, as I had to be self-supporting, so that when I married I knew simply nothing about cooking and very little about housekeeping, but my husband was willing to take me, in all my ignorance. He taught me how to make bread, (I suppose I ought to be ashamed to tell it, but somehow I am not), and to cook quite a number of other dishes, but, now I can teach him, and he says I do splendidly and am a first rate housekeeper. Of course, I do not wish to be understood to say that young ladies need pay no attention to such things before marriage. If they have the opportunity to learn, I say, by all means, learn. But if you do not have the opportunity, but have what I had, a great desire to be a good housekeeper, you will succeed.

But, fearing my letter is already too long, and having visions of a snug little place in the waste basket, I will close with kind thoughts and wishes for all.

Ash.

Digitized by Google

"WHAT MILDRED DID."

BY WINNIFRED HARPER—AGE 12.

"Mildred" said Mrs. March, one day "you are spending entirely too much money, you will break your father up. Remember we are not rich like we used to be."

"I know it," said Mildred sorrowfully, "but you don't know how it is to be brought up in the 'lap of luxury' to the age of sixteen—then to have your father *fail* just as you are ready to start in society."

"I understand, my dear," said Mrs. March, "but you must remember your father and I had to come down quite as much as you."

"Well, if I can't have money I'll *earn* it" said Mildred resolutely and she went up in her room to ponder over a way to earn something.

Mildred March was a lovely girl of sixteen—tall and slender with golden hair—thick and wavy and done up in a loose coil on the top of her head. Dark, violet eyes, large and clear, and a lovely complexion—the pink and white blended in like the lining of a delicate sea-shell—white, pearly teeth and two large dimples—one in either cheek—altogether a beautiful girl.

Her sister Fanny was a dark-haired, brown eyed girl of thirteen as entirely different from Mildred as it was possible for two sisters to be. But I will not describe her as she plays but a second part in this story.

As Mildred sat in her room and thought, she glanced idly over a popular magazine and her eye was suddenly caught by the words:

"Stories wanted! $100 prize offered for the best story of 1,000 words written by a girl from 13 to 18 years old. Second prize $75, third prize $50. Stories must be sent by December 1, 18—— to J. L. Mason & Co., 430 Dearborn street, New York, N. Y."

The very thing! It would be fun and practice for her, even should she not get the prize. Then a thought struck her, she would keep it a secret from her parents and sister and surprise them if the story *should* be printed. After this she was in her own room a great deal and always kept the door locked. Of course her parents did not notice this or if they did, said nothing of it, but inquisitive Fanny began to suspect something and tormented Mildred incessantly with questions. "I *know* you have a secret," said she, one day, "or why do you keep your door locked? We have no servants but Jane and you know she is honest."

"People always have secrets near Christmas time," said her sister. "I *know* it isn't *that*," declared Fanny, "for it won't be Christmas for nearly a month and besides—— " here she looked very sober —"besides we can't have much Christmas *this* year." Mildred was sorry she had suggested it "We can *make* our presents, dear" she said. Fan said nothing but seemed to be thinking. Suddenly she smiled and darted away to her mother's room. Presently she passed by saying, with sparkling eyes, "Remember, Miss March, *other* people can have secrets besides *you*," and she opened the hall door and vanished. After this she was very mysterious for some time. Whenever Mildred was looking she would wink at her mother and look very important.

Meanwhile Mildred worked on in her room till at last her letter was finished, sealed and addressed, and took its way while she waited at home with a beating heart, watching anxiously for every mail but getting nothing.

In the meantime something happened in the March household which diverted Mildred's mind from her story.

Mrs. March, never very strong, took to her bed with a fever. She was quite sick for awhile and Mildred took entire care of her mother and was so loving, so kind, that every one of the few neighbors they had (who dropped in, doing Mrs. March more harm than good with their gossip, etc.) praised her and told every one how "that oldest March girl just acted like a woman and a smart and brave one, too." Fanny did all she could to help Mildred and worked all the harder on her simple gifts that they might be a surprise for her mother when she would be able to sit up. * * * * * *

It is Christmas day. Mrs. March has been permitted by the doctor to sit up. She has been in bed over three weeks. She is paler and thinner than before, reclining amid pillows in a large rocking chair. Her husband and Mildred are sitting by her side. Presently Fanny comes in, her black eyes dancing. In her arms she holds her gifts and distributes them.

For Papa, a beautifully embroidered pair of slippers. For Mamma, a knit, white shawl and for Mildred, a lovely pink fascinator—giving each gift with a kiss.

"My dear," said her father, "we appreciate your simple gifts better than the most expensive thing you could buy, because you made them—you worked and toiled many an hour and crocheted a great deal of love into each gift." He then gave her and also Mildred a five dollar gold piece. "That," he said, "is all I can afford this year, but may be another year I will give more." Mildred gave Fanny a small present of her own making. "Mamma, Papa," she said, with tears in her eyes, "I give you nothing but love for I did not want to spend your money and "—— here the door bell rang and Fanny came back with a letter to Mildred. The latter opened it and as she did so, a check dropped out. Each looked at the other in amazement, but no one was more surprised than Mildred herself. There was also a magazine and a letter. After reading the latter, she handed it to her father, who read aloud the following:

Miss M. March:—

We take great pleasure in informing you that your story took the first prize. Enclosed find check for $100. Respectfully,

J. L. MASON & Co.

Fanny picked up the check. "*One hundred dollars*," she cried, "Oh Milly, how could you?" Mrs. March opened the paper and began to read the story. It was indeed well written and interesting and when Mrs. March had finished she took Milly in her arms and exclaimed, "Milly, dear, you are a heroine—to nurse me through a long, sick spell and write a prize story and be so loving and helpful." "What are go going to get with your money, my dear?" said Mr. March, taking a more practical view of the case. "The story is excellent and you deserve all you got and more." "I told Mamma I'd *earn* money and I have, I am glad on one account, I can now give you both a Christmas present. Mamma, Papa, *fifty* dollars for each of you. *Please, please*, take it," and seeing that they were going to remonstrate she fled to her room. Nor would anything they said or did change her purpose. Was there ever so happy a family as the Marches were that day?

In after years when Mr. March had regained almost all of his wealth, he would always say that the happiest day of his life was Christmas 18——, when his oldest daughter wrote her first story. And Mildred became a very good writer and often used to tell her "little Mildred" about her first story written at the age of sixteen.

[While I was in Michigan my little twelve-year-old daughter, who was at Chautauqua with her grandmamma, sent me this story, with the injunction "not to show it to a soul" As I was too far away to make a promise I have ventured to disobey the command and have put it in the Woman's Department, *without the change of a single word*, thinking our little girl readers might enjoy it as much as her mamma did.—ED.]

For the Magazine.

KITTY McGRAW.

She was an East Ender,
And a Grecian bender,
As sweet a young girl as eye ever saw;
She's young and she's pretty,
I thought it a pity,
That she would not wed me, sweet Kitty McGraw.

My heart's heavy laden,
To think that fair maiden
For me does not seem to care a single straw;
Here I cannot find rest,
So I'll head for the West,
And try to forget cruel Kitty McGraw.

—*Edward Splaine.*

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

NOVEMBER, 1887.

BROOKLYN, N. Y., Oct. 6, 1887.

To the Editor of the Firemen's Magazine:

DEAR SIR AND BRO.:—The "bull-headedness" of Col. Fred C. Martin in employing men whom he knew were totally incompetent, and who were the refuse of both Brotherhoods and of other roads, has at last culminated in the long looked for serious accident. We will now see whether this "potentate," or even the road he represents is ABLE to be responsible to the tune of several thousand dollars, for incompetency, as he says he will be in the New York *Herald* of July 17, 1887. I say this is the first serious accident, simply because such small matters as running through switches and past danger signals are not thought of or hardly investigated, and if investigated these men are told to go to work again, that he *will not* discharge them. It is a fact, Mr. Editor, as I am informed by parties in his office, that this man has both engineers and firemen before him frequently who have been intoxicated, also for passing signals and through switches; they are simply reprimanded and sent back to work, whereas his old men were immediately, and often without a chance to state their case, dismissed. His severity on the point of passing a danger signal was one of the prime starters of the recent trouble, he dismissing men who would allow one half of the engine to pass the target and then stop. To show the incompetency of some of his men, I have seen the water that was supposed to be going into the boiler, running into the street; they wondered then how boiler was burned. One night last week an engineer knocked out a cylinder head and stood like a mummy looking at it. When asked by a switchman why he did not get out of the way, said he, almost crying, "What shall I do? I want to go home!" He was promptly told to go hence. He was finally towed back into the yard. There was not much chance for his old men to be caught in this manner for the examinations on this score were "tart" in the extreme. The accident last evening was the result of carelessness in the display of a tail light, completely demolishing one engine, injuring two others and a train of cars. Five passengers were injured, some of whom are already making claims of damages. One conductor's arm broken, one fireman probably fatally crushed between the boiler head and tank. A notable point in the affair is that when the fire department arrived they started to extricate the suffering fireman, who was then asking to be shot. Master Mechanic Charles A. Ball stood by and requested that they would not injure the cab. He was promptly informed that if he did not clear out the ax would injure his head instead of the cab. This, Mr. Editor, will give the Brotherhood an idea of the manner in which Martin is managing this road and I have only spoken of the most glaring faults, such little eccentricities as deliberately pulling trains twenty and thirty feet, as I saw an engineer do without the slightest signal, after having stopped at a station, and giving incorrect lamp signals are not considered of any account. I might state any number of faults to show that the road has not a railroad man at its head, but a man who has received so much flattery at the hands of the daily papers that he thinks there is only one thing in God's creation, and that is Col. Fred C. Martin.

Again, and before I close, let me notice the men who have taken our positions. They are, first, expelled B. of L. E. men; expelled for the usual causes, especially intemperance, men discharged from other roads in the main for careless running. Many are also stationary men, the firemen are stationary firemen, and no firemen at all, or green men. Some are from other roads and are gloriously sick of of their bargain, but *all* unite in saying that the men are for the most part K. of L. Now, why is this, Knights, that while you make good B. of L. F. men, you come here, or allow your men to come here, and take our positions? *El.*

WEST PHILADELPHIA, September 1, 1887.

Editor Locomotive Firemen's Magazine:

In July I had occasion to take a business and pleasure trip combined to Elkton, Dakota, and I thought I would have a few words to say in regard to the boys on the Madison and St. Peter Divisions of the C. & N. W. railway. I can say that I was never treated better in my life while amongst them; they have the Brotherhood at heart. Among them I may mention Bros. John Laubach, V. B. Took, Dan Carrel, John Leighton, Jos. Graff and J. Marn, of Lodges 65 and 170, and the members in general. I appreciate the kindness they showed towards me very much, and I dare say if any of the boys visit them, they will leave nothing undone to give them a good time and an enjoyable visit. The firemen make big money there, but they earn it. I was on one division that is 161 miles long, they make in the neighborhood of 4,500 miles a month, and when they have to shovel coal that number of miles they earn all they get. They seem to take pride in their engines, for all that I saw were cleaned up and looked well. I am back home again and have taken hold of the scoop once more. I will endeavor to say a few words for Lodge 333, of which I am a member. No. 333 has a good membership, the boys are all doing good work and seem to take an interest in the Brotherhood. With Bro. Keffer in the chair, we have a good set of officers who do their work with interest. We are about to have placed in the Lodge room a black board for drawing purposes. Bro. Reagan is a good draftsman and we expect to have some good illustrations of the valve motion, which I think will be quite interesting to all. Bro. Keffer, with a number of others, was promoted to the right hand side recently. May their future be a success is the wish of all. *E. A. B.*

COLUMBIA, S. C., August 28, 1887.

Mr. Editor:

We are young, it is true, but you always crawl before you can walk, and I think, considering the disadvantages under which we have had to labor, we are far advanced enough to see a path leading out to a bright and successful future. Quite a pleasant little affair occurred at our place of meeting the other night in the shape of a presentation. A beautiful and novel little pin was presented to Mr. B. A. Schumpest, of the Brotherhood of Locomotive Engineers, for the assistance which he had rendered us, and also for the truly kind and noble friendship he gave us when in our darkest days. A neat and appropriate address was made by Second Assistant Engineer Smythurst, a nice little acknowledgement was made by Mr. Schumpest, and a few words were spoken by your humble servant. Taken on a whole, the affair proved to be one of the most pleasant since Bro. Hannahan was with us. No. 344 is young, but as I told Bro. Hannahan once before, a truer, nobler and stauncher set of boys never fired a locomotive. So, taking everything collectively, we are getting along as well as could be desired.

Bradshaw.

Digitized by Google

SAN ANTONIO, TEX., August 25, 1887.

MR. EDITOR:—Once again I will take up the pen on behalf of the boys on the I. & G. N., and acquaint the world with their doings. The visit of Grand Master Sargent enlivened things considerably and seemed to give us all fresh energy; everybody was pleased with his presence, for instead of being the "grim old ogre" we expected to see, he turned out to be one of the jolliest and most affable fellows we ever want to meet with, and we hope Bro. Sargent will be a frequent guest of Alamo Lodge, No. 263. We have just had our installation of officers and a public one, too. The occasion was graced by quite a bevy of fair ones, amongst whom I may mention Mesdames H. Garrett, A. Brownson, G. W. Spangler, M. Moynahan, B. F. Haley, E. Askew, G. Cambridge, J. Rhodes and sister, and Miss A. McBride, all of whom are either wives, sisters, or sweethearts of members of No. 263. A splendid banner was presented to the Lodge by the ladies present, which I am informed was made and worked by the skillful fingers of Mrs. Pat. Moynahan; it is quite a work of art, and too much praise cannot be given to the fair worker who made it. The present was thankfully acknowledged by some of the brothers present, and after the business of the evening was concluded, an adjournment was declared, and every one partook of "frozen victuals"—I mean, ice cream, after having passed a very enjoyable evening. I may also mention the gift of a very handsome altar cloth from the wife of Bro. G. Cambridge. Bro. A. E. Hayden rests from his labors in the easy chair of Past Master, while Bro. F. Thrailkill wields the gavel as Maste . Bro. E. Ayer will make an excellent Vice, and Bro. B. C. Melson, despite his hanging around the vicinity of a certain Roman Catholic church, will still carry the receipt book as of yore.

Another of our boys has departed from amongst us single unfortunates. Bro. A. Brownson very unexpectedly entered a life of plurality the other day, and although we cannot help dropping a silent tear, and stifling a smothered sob, on his account, we wish them both all the happiness this world can afford. I must mention, with regret, that both Bros. Haley and Myers have lost a child each, lately, for which they have the entire sympathy of the brothers. Both Bros. A. E. Hayden and E. Askew have been promoted to the right hand side lately. Bro. A. E. Hayden being stationed at San Antonio, and Bro. Askew remaining at Taylor. We wish them success. Bro. J. Periera, who has joined our Lodge from No. 145, is night hostler here, and Bro. F. Brice, of No. 156, is running switch engine. Bro. L. Bernhard has a good time on engine 736; J. Bain holds down the 791, and Bro. Minnius "trips the light fantastic" on the 784. Bro. J. Smith is firing for "Uncle Whit," and from appearances, seems to be forming the same idea as Bro. Brownson has done. "All right, John, go ahead, you have our best wishes." Bros. E. Hammond and Pat. Moynahan divide honors at San Antonio, as extra runners. Bro. Aikman is still running out of Taylor, also Bro. Van Hoesen, the "wild man of the West." Our Lodge has been replenished by the addition of several new men, who we hope will prove themselves to be good brothers in the truest sense of the word, and we are now very well represented on the M. K. & T. Division. Bro. G. Spangler, our most indefatigable Secretary, is still busy creating smoke and steam on engine 747, when he is not away on company law business. George is getting pretty well up in law business now, for he has so much experience in that line. Well, I guess my remarks are getting rather monotonous, as my well of information has run dry. So I will draw to a close until I have something more interesting to impart to the patient readers of our valuable and overtaxed *Magazine*.

Alamo.

DANVILLE, ILL., May 21, 1887.

Editor Firemen's Magazine:

We have got a new set of regalia of which the boys are all proud. It makes the Lodge more cheerful and members attend more promptly. Our Master is much pleased with the change, and the same is true of Bro. Grable, our Vice Master. Bro. Steward Smith says they are beauties. All are delighted and the Lodge is prospering.

John Myers.

STRATFORD, ONT., July 6, 1887.

Editor Locomotive Firemen's Magazine:

Some member of Avon Lodge No. 38, more able than myself, should do the writing for the Lodge. But waiting, I notice, does not signify success, and thus it is that I make the venture to tell our sister Lodges of the enjoyable event in the history of Avon Lodge, which occurred at Stratford, Ont., on the evening of April 28th. The entertainment was held in the hall of the Grand Trunk Literary Institute, and the social assembly was acknowledged by all present to have been one of the most enjoyable events of the season. About fifty couple assembled, all anxious to enjoy themselves. The hall was well filled, but all were comfortable. The decoration of the hall evinced taste and culture, and everything was most pleasing to the eye. At 11:30 refreshments, substantials and delicacies were served by the ladies of Good Endeavor Lodge No. 2, and enjoyed by all present, and delightful music added to the pleasure of all present. The ladies were tireless in their efforts to give *eclat* to the occasion, and as is always the case, achieved success; and the indications are that Miss —— and Miss —— will be, at no distant day, Mrs. Coburn and Mrs. Barker. Dancing was also a delightful feature of the evening's enjoyments, and in tripping the light fantastic, a number of the brethren displayed great heel and toe culture. Bro. John Mitchell acted as floor manager and chairman to perfection, and it was through his untiring labors that everything passed off so pleasantly. At 3 A. M. the company retired for home, all delighted with the entertainment.

Fraternally, *Avon.*

BRAZIL, IND., July 15, 1887.

Mr. Editor:

Headlight Lodge No. 217 has a wide-awake set of officers, and they are making things interesting for their members. Not long since they were favored with a lecture on mechanical topics by the Master Mechanic of the Brazil Coal Road, and later on Mr. Will Hartman, a rising young student in mechanics, delivered a lecture before the Lodge on the subject of air brakes, of which the Brazil *Miner* speaks as follows: Mr. Will Hartman, of Rose Polytechnic Institute, Terre Haute, delivered a very interesting lecture before the Order of Locomotive Firemen of this city one evening this week, on the construction and manipulation of the Westinghouse Automatic Air Brakes, explaining from large drawings and sectional model, showing the action of air pump; "Tripple," "Duplex-quadruple" and Electric Release Valves, showing all the recent improvements as was demonstrated in the contest on the Burlington Route where they carried off first honors." Mr. Hartman favored Vigo Lodge No. 16 with the same lecture, and the boys speak of it in the highest terms.

Headlight.

CHICAGO, ILL., July 21, 1887.

Mr. Editor:

I am pleased to announce through the columns of the *Magazine* that Bro. Thos. P. Murphy, of Lodge No. 188, one of the veterans of our grand Brotherhood, has resigned his position as engineer on the Evanston division of the C. M. & St. P. Ry., to try his hand in the gents' furnishing business. If there is a member of our Order who is deserving of success it is Bro. Murphy, and he has a host of friends who will say, "Success to you, old boy, and may you never have to return to driving the iron steed on the short line." Bro. Murphy is located at No. 995 West Lake street, and in connection with his furnishing goods he keeps a choice stock of tobaccos and cigars, also a complete lot of pins for the B. of L. F., B. of L. E., B. of R. B. and O. R. C., and will be pleased to see all of his old friends and as many new ones as will call and inspect his stock. He is well worthy of all that the boys can do for him, and will sell his goods at the very lowest figure possible. Wishing Bro. Murphy a happy journey through life, and hoping that he may soon become a J. V. Farwell or a Marshall Field, I am, as ever,

Hocus Pocus.

Digitized by Google

GALVESTON, TEX., August 31, 1887.

Editor Magazine:

I have not figured in these columns for a long while, so I will venture again. I had hoped some of the brothers of No. 290 would take up the pen where I dropped it a year ago, or more, but was doomed to disappointment as not a line has been contributed from there during my absence. During my trip or absence I have traveled a great deal, for several months in Mexico, then Kansas, Indian Territory and Texas, then to the swamps of Arkansas, then to Kansas and finally back to Missouri. I had been in hopes that I could attend the union meeting at Marion Lodge, No. 290, June 26th, but on that day I was detained at the sick-bed of my wife anxiously watching each and every change almost with bated breath at intervals when the life and death struggle was at its fiercest, but at last life gained the victory and about two weeks later I went to Hannibal (thirty miles) and visited or attended my Lodge. It was then I learned how sadly No. 290 had degenerated, and I must say that I was truly thankful that I was detained so as to not be present at that meeting, for had I been there, I would have had recollections of a former meeting (the one at El Paso, New Year Lodge, No. 135) June 26, 1886, at which I met our worthy Grand Officers and extended an invitation to visit No. 290, and I must say I felt great pride in my Lodge, extolled the order and tact with which everything was carried on, then to think that just a year from that date (June 26, 1887) the Grand Officers should visit the Lodge and find them rusty, out of ranks, utterly demoralized and not attending to business at all, I should have felt like going out without daring to raise my head, but thanks to the energy of the Grand Officers, No. 290 is coming out again, or was when I left there July 11th, and I hope the brothers received a lesson on June 26th which will bring forth good fruit and place No. 290 in the front ranks.

When I returned to Hannibal I found a great many changes on the road. Brothers Mert Tierney, Rhode Tierney, Geo. Baily, J. T. Hart and Chas. Morris, all being over on the right side now, and I believe all are doing well. As for me I am all brotherhood wherever I am, from the top of my head to my toe nails, and twice I have tried to institute new Lodges, one at Big Springs, Tex., procured the application papers for the members at their *urgent request* and then they failed to organize, why? Will some of you who were so eager on June 27, 1866, answer? Then last March at Reece, Kansas, I fully intended to organize a Lodge there, all were in for it and I procured the proper papers but the same day I was sent to Hutchinson, 101 miles west, hostling, so I trusted the project to others, but it seems with my going out all interest vanished, for it is not yet organized. Now, brothers, put your shoulder to the wheel and give a strong and hearty push. Don't say, "let them attend the meetings, they can do better than I can," but say, "come, I will do my best, for we must aid each other." Now I imagine I hear Bro. Ritter say "Where next, Al, you are like the Irishman's flea, when we put our hand on you, you ain't there." Well, I don't know where next, but as I have changed my location, I will change my nom de plume and "Total Wreck" will not appear in these columns any more. Hoping all brotherhood men will do *all* in their power to promote the Order, I remain,

Yours fraternally,
Eccentric Strap.

STRATFORD, ONT., September 5, 1887.

Mr. Editor:

At our last regular meeting, September 4th, under the head of "New Business," our Worthy Master, Bro. William O'Brien, in behalf of the members made the following presentation to our Worthy Receiver Bro. George Nursey. The present consisted of a beautifully ornamented silver sugar-bowl, with an eagle perched on top of the cover. Accompanying the present was a beautiful address, which was as follows:

"In behalf of the members of Avon Lodge No. 38, I take the pleasure of presenting you with this small token of the esteem in which you are held by this Lodge. Your services are too well known to need any mention from us. It will be a satisfaction to you to know that although they can never be repaid, still the members of No. 38 recognize them and shall ever feel grateful for your kindness and attention shown while filling the responsible office of Receiver of Avon Lodge No. 38." In reply Bro. Nursey stated that while disclaiming having done anything more than what was his duty as a brother to do, he thanked the members for their beautiful address and gift. Still under the head of new business, our Worthy Past Master asked and received permission to retire for a moment. On his arrival again in the Lodge room, our Worthy Master called upon our Worthy Secretary Bro. James Burke to stand up, when to his surprise, our Worthy Master presented him with a beautifully ornamented rosewood writing case, also an address which read as follows: "In behalf of the Brothers of Avon Lodge No. 38, I take great pleasure in presenting you with this small token of regard and esteem in which you are held by the brothers. Your services are too many and too well known to all of us to require any comment from us. It will, however, be a satisfaction to you to know that you can never be repaid, still the members of No. 38 recognize them and shall ever feel grateful for the untiring zeal with which you have discharged the duties of Secretary of this Lodge. Bro. Burke, let me assure you in behalf of the brothers, that this little token of our esteem comes from the hearts of us all and we hope you may use it for many years." In reply Bro. Burke stated that anything that had been done by him was no more than what any brother would do for such a noble organization and his Lodge. This being his sentiment, he concluded by kindly thanking the members of Avon Lodge No. 38 for the beautiful and useful gift. *Avon.*

MONCTON, N. B., August 13, 1887.

Editor Locomotive Firemen's Magazine:

It is some time since anything has appeared in the *Magazine* from Glad Tidings Lodge, so therefore I take up my pen to let you know we are still here. We are all very glad to see the *Magazine* has recovered from the troubles that beset it at the beginning of the year. Success to the *Magazine* should be the wish of of every member of the Order, and if every member will put his shoulder to the wheel to help it, its continued success is certain.

I fully coincide with "X. L. C. R." whose letter appeared in the August number, in his views on some of the new laws as regards the strictness of the medical examination being the source of more forcible than choice language on the part of some members. Look at the reduction in the amount of assessments collected this year as compared with that of former years when there were very often double assessments to pay. I think the forcible language was used then and not without cause, so the convention deserves credit for amending the medical law so as to make our Order open to men only in good health, as it stands to reason that men of unsound physical condition cannot last long at the business of firing or running a locomotive and if as formerly such were admitted, they would become in a short time a burden to the Order.

Another thing to be commended is the banishment of the credit system and the adoption of the pay in advance plan in regard to our dues and assessments. This Lodge felt as well as many others the bad effects of the old system which allowed the members to become delinquent and the new laws at the first of the year caught us in bad condition, the officers backed by the new laws went to work and after a long and hard pull have brought Glad Tidings Lodge up to a first class standing with every member always ready to pay up. We have moved to a fine new hall where we want to see a full attendance at every meeting.

Bro. Stewart is still laid up with a broken arm received by a fall from his engine at Red Pine station, but we hope to see him at work again soon. I am glad to see No. 144 coming out in the *Magazine*. Let's hear from you again—we know "who it is."

Fraternally yours,
Picton Nugget.

Digitized by Google

FORT WORTH, TEX,, October 1, 1887.

Mr. Editor:

At the last regular meeting of No. 83 we were honored by the presence of Bro. Hannahan. He presided over the meeting, and one of the best meetings No. 83 ever had was held. After the meeting the boys wanted to amuse Bro. Hannahan, but the hour was late, so Bro. Jay proposed a badger fight between his badger and his brother's dog. Bro. Jay caught his badger and confined him under a box, while the rest hunted for the dog. But Bro. Jay could not handle the box and badger, for the badger was very wild, as he said. Bro. Elliott and Bro. Hannahan went to Jay's assistance, but Bro. Elliott was afraid to take hold of the rope. Bro. Hannahan stepped bravely to the front and said he was not afraid of all the badgers in Texas. "Give me that rope! I'll hold him solid!" Bro. Jay drew the box away and Bro. Hannahan found he was not holding a wild, untamed badger but an article of furniture which is found under nearly every bed in the United States. Tableau! Some of the boys will recover. Bro. Hannahan is going to try to put it onto Bro. Elliott for leading him into the scrape. Testified to by M. E. Finnegan, I. M. Dean, C. T. Elliott and Jas. Jay. *Trinity.*

STRATFORD, ONT., August 31, 1887.

MR. EDITOR:—We regret to learn that Bro. James I. Moore, of Avon Lodge, No. 38, met with a serious accident by stepping from his engine. He broke the small bone of his leg, but we are glad to say that he is improving and hope to see him around again. It is with pleasure we record the marriage of Bro. David Turner, of Avon Lodge, No. 38, to Miss Lillie E. Soverign, of Simcoe, Ont. The bridal pair have many admirers and well wishers, and begin wedded life under happy and favorable circumstances. Thirty-eight's members join in wishing them God speed through life's journey. While strolling around Niagara Falls I chanced to meet with the following brothers, belonging to Avon Lodge, No. 38, viz.: Bros. Jno. Halpin, William O'Brien, John Cooper and A. C. Saults. These brothers were out for a holiday and were accompanied by four beautiful and accomplished young ladies. Of course I cannot say how soon the happy events will take place, but the clergyman told me I should not tell tales out of school, so I think I will not venture to say any more for a month or two. As I took a trip over to Fort Erie, Ont., I came in contact with Bro. Wm. E. Patterson, who was accompanied with a delightful charmer, and it is whispered around between you me that the day is not far distant when the fair young lady will become Mrs. William E. Patterson. Awaiting furtner developments I remain yours,

Thirty-Eight.

VANCEBORO, ME., July 9, 1887.

Editor Locomotive Firemen's Magazine:

I have carefully looked for reports from Justice Lodge No. 357, but fail to see any. If you will kindly allow me space in the *Magazine*, I shall be pleased to tell you that this little Lodge is in good condition, that the members meet, with the kindliest feeling, the second and fourth Saturday in every month. They are all very nice young men, but they *do have* a weakness for the opposite sex. Del Robinson and Walter Ward, on the N. B., are frequently seen crossing the street together, thus giving an impression that one, if not both, will soon stop his "Helen" around nights, and join with Billie, Fred and Dick, in advising Maurice Stewart to take that girl in Bangor for "better or worse," if he wants her, and settle down to work for home comforts. I am very sorry to state that "Fatty," on the M. C., is troubled with a lame back, but hope he will soon be better. Too much cannot be said in praise of other members of this Order, but especial mention should be made of Billie Matthews, better known as the "bold fisherman," Nate Speed and Joe Lowell. They are shrewd, energetic workers on the road, ever at their post of duty, aspiring to higher offices, and held in the greatest esteem by all. Wishing success to the Brotherhood and a rapid increase in the membership, I am Respectfully yours,

A. E. K.

MT. VERNON, ILL., August 28, 1887.

Editor Locomotive Firemen's Magazine:

I have for some time had brought to my attention, on different occasions, a manifest wrong, wrought on many good men by our stringent medical examinations as provided for by our constitution.

There are to my knowledge, and doubtless the same in *all* other parts of the country, good men, good firemen, who would be good brothers if permitted to join our ranks, but they are kept out by reason of constitutional diseases.

Now, what I want to bring before our 313 Lodges, and to every member of same, is this: Why can we not at our next Convention amend the constitution so as to admit these men to the protection and care of our Brotherhood?

Where a man from some hereditary disease cannot pass the required examination, let him come in under our laws, issuing to him a policy of insurance, covering death or disability by accident incident to our perilous calling—there are hundreds that want this, and in justice should have it.

It would not increase our death rate and would give to them and the loved ones dependent on them, the sympathy and support which they need and are entitled to

I would like to have every brother now sheltered under the broad folds of our Brotherhood flag take this home to himself. Think if he were one of these unfortunate ones, debarred from our Brotherhood by reason of disability, yet still willing to do his duty, what he would wish to be done in his case. I am satisfied that a plan can be matured and placed before the Convention that will successfully embody my ideas in this matter and do tardy justice to many. Let some of our ready writers take this up, for it is worthy of attention.

J. C. Branham.

ALBANY, N. Y., June 6, 1887.

Mr. Editor:

On the 19th day of May Bro. J. J. Hannahan visited Albany and organized Chauncey M. Depew Lodge No. 356, making the second B. of L. F. Lodge in the city of Albany. This Lodge is composed of some of the best men on the line of the N. Y. C. & H. R. R. R. That was very evident by the manner in which they turned out and acted on the night they were organized. After Bro. Hannahan organized the Lodge and instructed the members in the secret work, which he did in a neat and satisfactory manner, the members and visiting brothers adjourned to the Fort Orange Hotel where an elegant lunch was served, and the boys indulged in toasts, speech-making, recitations and singing; each and every one doing all he could to make it a pleasant affair, and it will long be remembered as the night 356 was organized. One of the principal features of the evening was an outside degree that the boys worked on Bro. Hannahan. Bros. Wilson, Allen, Decker, VanVranken, Woods, Connors and a few more of the Giant Club, tossed Bro. Hannahan like a feather, and you may be sure he made a minute of it. Lodge 356 has a good set of officers, and after a few more meetings will have the business very well understood, and I hope they will make a Lodge that the B. of L. F. may may well feel proud of.

Fraternally Yours,

Monitor.

ELKHART, IND., July 24, 1887.

Editor Locomotive Firemen's Magazine:

The writer hereof is a member of Prospect Lodge, No. 162, which I wish to say is worthy of mentioning in the *Magazine*, for its unwavering fealty to the constitution of the Brotherhood, and its high ambition to promote the general welfare of its immediate membership, as also the good of the Order, generally. Yours, *Scoop.*

SMOKE Grand Chief cigars. The manufacturers, Messrs. Bravo & Keyes, of Binghampton, N. Y., are paying us a liberal royalty upon all their sales.

Digitized by Google

Personal.

WM. WELLER, of 213, is doing good work and giving entire satisfaction.

A. LUTTRINGER has the reputation of being one of the best firemen on the B. R. & P.

BRO. JOHN CROUS, Receiver of No. 10 has been married and is now enjoying his honeymoon.

BILLY COLLINS, of 155, says he wants his "best girl" to know "it wasn't no widow, nohow."

WM. BROUGHTON, the esteemed Master of No. 151, is one of our most active leaders in Canada.

CONGRATULATIONS to Bro. Cox, of 117, are in order—his household has been blessed with a fine baby.

C. H. WOLFE and M. Mulvey, of No. 99, have been promoted and are now running on the B. R. & P.

ADOLPHUS FIXEL, of 286, is among our active workers in Michigan. His hand and heart are in the cause.

LAFAYETTE Lodge, No. 293, under the guidance of Bro. J. J. Leahy and staff, is doing excellent work.

BRO. and Mrs. W. R. Jones, of Indianapolis, are happy over the arrival of a fine pair of twins at their home.

C. C. BUNKER, of 71, has quit railroading and is in the cigar and tobacco business. Bro. B., we wish you success.

ENGINEER WILL MADEWELL, of 155, thinks two weeks without a wife is enough to give any married man the brain fever.

ONE has only to gaze at the lunch pail of Dave Bremmer, of 71, to be convinced that no ordinary man can fire Dave's engine.

THE Master and Collector of 227 have the interest of their Lodge at heart, and under their guidance she is bound to prosper.

ENGINEER LEWIS and Conductor Ed White, of the C. & N. W., are as good as can be found anywhere. They pull well together.

MCMILLAN and Ford, of 221, can always be found when you cross at Point Edward. Call on them and they will see you through.

BUCKLEY, of 84, and Chatteau, of 314, are on the Wisconsin Central, located at Hurley and engaged in the "Hurley Quickstep."

LEE RAINS, known as the high water engineer on the East Line, has returned to Greenville, and is rusticating at the Buckham House.

W. L. WARD, Receiver of 245, believes in keeping abreast of the times. His ideas, in regard to the *Magazine* indicate a progressive spirit.

AT the organization of the Hagerstown Lodge, No. 366, the members of 174 and 220 were in attendance and rendered valuable assistance.

COL. MARTIN, of the Brooklyn Elevated Railway, needs engineers, firemen, and trainmen generally. None but base ball players need apply.

"TURN the badger loose, I've got a good grip on him, and besides, I aint afraid of all the badgers in Texas!"—*J. J. Hannahan, at Fort Worth.*

THOUGH a young man in the Order, Bro. Hitch, of 160, has been made Secretary of his Lodge, and gives promise of good service in that capacity.

J. L. GAHAGAN, of No. 83, while visiting at Grange, Pa., was united in the holy bonds of matrimony, to Miss Marilla Stoddard, of the above named place.

P. F. MITCHELL, of 198, expresses thanks to Bro. Davis, of No. 73, Bro. Laughlin, of No. 230, Bro. Higgins, of No. 142, and others, for favors received.

C. S. WARDWELL, Master of 353, will soon give up railroading and take charge of fast horses. His ability in that direction will always command recognition.

COLLINS, of 38, is sure death to a watermelon. At the reception given to our V. G. M. he stole the whole melon. Please explain, Mr. Collins, or stand trial.

BROUGHTON, Dean, Olliver, Mills and Hunter behaved nobly under the guidance of Martin when they attended the organization of the Lodge at Niagara Falls.

THE only objection to Shelton, of 38, is that when he is invited out to dine he carries away the spoons. "Let up, old boy," or we will have to "give you away."

M. D. ANDERSON, Master of 116, has acquired quite a reputation as a jumper. Mace, please explain why you leaped overboard while attending the B. R. B. picnic!

H. F. WATERS reports things in good shape at Atlanta, and says that arrangements have already been actively begun for the coming convention to be held there.

G. T. COOPER, A. C. Lee, S. M. Scott and W. H. Fetner, of 344, have been promoted and are giving satisfaction in all regards. For a new Lodge, this is doing first rate.

W. HARPER, of 151, is one of the oldest veterans in our ranks. Sixty years of age and thirty-five years on the footboard, Bro. H. expects stand by us till the end.

THE members of 84 are well abreast of the times. When they make a mistake they are manly enough to admit it and stand corrected. Success to the boys at Battle Creek.

WE were pleased with a short visit from Bro. Cramer, of No. 8, who was on his way East to visit relatives. Bro. Cramer is a representative member of Red River Lodge.

MRS. BALL, President of the Ladies' Society B. of L. F., is well qualified for that position. Lodge No. 1 is in a flourishing condition and the members are all very earnest workers.

WE regret to learn that Bro. L. Moore, of 304, was accidentally shot not long ago. At present writing he is improving rapidly and we hope to record his entire recovery at an early day.

FOR courtesies received we return thanks to Bro. J. F. Linn, of No. 14. Bro. Linn is deservedly popular among the boys, especially on the I. & St. L. Division of the Bee Line, upon which he is employed.

IN time of trouble the members of Eureka Lodge, No. 14, are true and steadfast to each other. Their loyalty, one to the other, such as was exemplified at a recent meeting of the Lodge, is worthy of commendation and emulation.

THE members of No. 48 express great delight over a visit from Bro. J. Bellaire, of No. 26. Bro. B. is well posted in the work and makes himself useful wherever he goes. The "one-fingered fireman" is widely known in our Order.

WE lately had a very pleasant visit from Bro. C. H. Dexter of Altoona, Wis., who has served so long and faithfully as Receiver and Secretary of Eau Claire Lodge No. 68. Bro. Dexter gives good reports from the Brotherhood in that locality.

THE Receiver of Flower of the West Lodge, No. 205, Bro. J. R. Musselman, has a bright looking young fireman at his home, who has just arrived. He has registered as Frank Eugene Musselman and being pleased with his surroundings, he has concluded to stay. Like one of his namesakes, he has "a box of cigars in his room," and all are invited to smoke to the health of the young stranger. Here's our best to F. E. M. and his parents.

Digitized by Google

IN the correspondence department will be found a very interesting account of the experiences of our worthy Vice Grand Master, at a "badger" fight, in Fort Worth, Texas. John has let go of the string and turned his back on Fort Worth, forever.

JOHN MCDONNELL, of the M. & N. W., was married, in September, to Miss Maggie Scully. John is a very popular member of No. 61, and the young lady is well and favorably known. The best wishes of their numerous friends are extended to them upon this happy event.

WE were lately favored with a very pleasant call from Bro. G. A. Miller and wife, of Longview, Tex., who were visiting relatives near Terre Haute. Bro. Miller was raised within a few miles from here and enjoyed, very much, his brief sojourn among his old-time friends.

DORR BENN, widely known in our Order as a member of Gilbert Lodge, No. 240, is now running an engine on the L. & N., between Evansville and Nashville. Dorr is a Brotherhood man, in every vein that flows and his advancement to the position of road runner will afford his numerous friends profound satisfaction.

INFORMATION is wanted as to the whereabouts of Bro. Frank Dunham, of Chicago. The last seen of him he was going past Gardner's Park a thousand miles an hour. Frank and the 225 have not yet turned up at this writing and some of the boys fear that they have gone astray somewhere in the woods in Eastern Illinois.

THOS. WALSH, Esq., Master Mechanic of of the Queen and Crescent Route, at Somerset, Ky., is a staunch supporter of our Order. When the Lodge at that point was organized he arranged to have as many men present as possible and otherwise assisted and encouraged them in the work, all of which they appreciate and will not soon forget.

THE Grand Master's trip over the Northern Pacific, was in all regards a harvest for the Brotherhood. Bro. Sargent reports that he met with sterling good men all along the line and that he found the Lodges, with a possible exception or two, in good working order. He is very enthusiastic in his praises of all classes of railroad men on the Northern Pacific.

GEO. DONNELLY, of 247, was killed at Sugar Valley, Ga., on the E., T. V. & G. Ry., on Sept. 14th, and was buried at Everygreen, O. The remains were accompanied by Bro. H F. Waters who, on his return, paid us a short visit. Bro. Waters spoke in very high terms of Bro. Donnelly, referring to him as a model Brotherhood man in every particular. His death was a terrible blow to his relatives and many friends, and the greatest sympathy is expressed for the bereaved ones.

ON his return from Mexico, Bro. Sutherland, of 225, paid us a brief visit. Bro. Sutherland was one of the unfortunate firemen who lost his situation on the Mexican Central. He says the boys were all offered engines, but the offer was spurned with contempt. They all stood loyally by their engineers and took their time in preference to dishonoring themselves and their calling. That is the kind of material to build up a Brotherhood with.

OUR genial friend and worthy brother, Jas. H. Crawford, Past Master of Bay State Lodge, No. 73, was married on September 28th, to Miss Maggie Corcoran, a most admirable young lady of Norwich, Conn. Both the contracting parties are very well known, and a host of admiring friends tender their hearty congratulations upon the happy event. The members of No. 73 and others presented James and wife with a great many useful and handsome presents, as a mark of their esteem and good wishes.

OUR esteemed friend, George Ford, of New York City, one of the most prominent members of Just in Time Lodge, No. 149, was married on October 12th, and we take this opportunity of extending our most hearty congratulations to George and his fair bride, upon the notable event. We have not yet learned the name of the fortunate lady, but we, nevertheless, felicitate her upon her choice for a life companion. That they may be favored with this world's choicest blessings and live long to enjoy them is the *Magazine's* most ardent wish.

IT is stated, on good authority that the members of Good Will Lodge, No. 52, are willing to bet high that they have got the two biggest kickers in the Order. Mart. Jamison and Al Swadener are the chaps and the boys say they will put them against anything for high kicking, fancy kicking or all around kicking. They are said to be unrivalled in the business.

IT is with regret that we learn of the misfortune that befell Bro. W. F. Brundage, Secretary and Receiver of No. 77. Bro. Brundage was caught in a collision and had his right foot badly sprained and broken. His injuries are extremely painful and he will likely be confined to his bed for some time. Bro. Brundage, we have reason to know, is at the very head and front of our workers in Colorado. He is one of the main stays of No. 77, and all his friends, while sympathizing with him in his distress, wish for him complete recovery from his injuries.

AT the union meeting of LaFayette Lodge, in August, the "Lunch Fiend of the Delaware" sustained his reputation by "doing up" the following bill of fare: Six slices ham, 6 eggs, 4 pork chops, 1¼ loaves bread, ½ peck tomatoes, ½ peck potatoes, 2 musk melons, 1½ pies and 3 glasses milk. Bro. Harry Walton then stepped forward and ordered the previous question. The "mighty majesty of the law" was sustained and Dupell was carried out on a shutter, to the relief of the proprietor, who began to think of closing up his place and retiring from business.

Wm. P. Daniels for State Senator.

The *Evening Gazette*, of Cedar Rapids, Iowa, brings to us the intelligence of the nomination of Wm. P. Daniels, Esq., Grand Secretary and Treasurer of the Order of Railway Conductors, for the office of State Senator. We heartily congratulate Mr. Daniels upon his nomination for so important an office, and earnestly hope that he may be triumphantly elected at the polls. Mr. Daniels is especially familiar with the needs and wants of the laboring men of his district because he is, and has been all his life, a laboring man himself, beginning at the bottom round of the ladder, and by perseverance, energy and unswerving fidelity to duty, working his way up to the exalted position he now occupies. The office to which he has been nominated is one in which he can, if elected, be of special service to the cause of labor by introducing and supporting such measures as are calculated to be of benefit to workingmen. This, we are confident, Mr. Daniels will do. He is a man who can be trusted—no corrupting lobby, however powerful or influential, will be able to move him from his pledged purposes. He will undoubtedly use his influence in the right direction, and while favoring such legislation as will be to the interest of labor, he will not fail to represent faithfully his constituency at large. Hence, the *Firemen's Magazine* heartily endorses your nomination, Bro. Daniels, and hopes that it may be ratified by an overwhelming majority at the polls.

THE Fair to be given at Macon, under the auspices of No. 246, for the purpose of raising funds to defray the expenses of our First Biennial Convention, is "booming." It will be formally opened with a grand Union meeting, of which notice is given elsewhere. All hands are invited to participate.

WE have received an installment of $125.00 from Messrs. Bravo & Keyes, of Binghampton, N. Y., as royalty upon their sales of Grand Chief cigars. Our Order receives a royalty upon the sale of these cigars and every member should therefore take an interest in extending the sales.

Digitized by Google

The Switchmen's Association.

The following report of the Second Annual Convention of the Switchmen's Mutual Aid Association is copied from the Indianapolis *Sentinel:*

"At 10 o'clock yesterday morning Tomlinson hall contained a good sized audience in attendance at the second annual convention of the beneficial organization above named. There were present about seventy delegates, a number of ladies, a large number of local switchmen, and other railroad men, and about 500 citizens, who were there to hear the speeches. Seated upon the platform were the following named Grand Officers of the Association: James L. Monaghan, Chicago, Grand Master; John W. Drury, Chicago, Grand Organizer and Instructor; John Downey, Chicago, Grand Secretary and Treasurer. W. A. Simscott, of Chicago, and John T. Hurley, Omaha, members of the Board of Directors, and the following named gentlemen who had been invited to welcome the delegates to the city and State: Congressman W. D. Bynum, ex-Governor Albert G. Porter, Mayor Denny, Col. J. B. Maynard and Eugene V. Debs, of Terre Haute, Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen, and editor of the *Firemen's Magazine*, a publication that has a circulation of 30,000.

Wm. Broderick, Master of the Indianapolis Lodge, acted as chairman, and as soon as order was secured he introduced Mayor Denny, who welcomed the delegates in behalf the city.

The Mayor warmly congratulated the organization upon the many commendable provisions of its constitution and made special reference to the clauses providing for the punishment of intemperance, wife-beating and other bad conduct. He argued that these teachings would benefit them morally and keep them law abiding citizens. He hoped the sessions of the convention would prove pleasant and fruitful of good both to the switchmen and the public.

EX-GOVERNOR PORTER

was next introduced and began by saying that he always felt at home among railroad men, as he had ever been familiar with them. "I have read your constitution," he continued, "and find that you are organized not only for your own good, but for the good of the railroads and the general public. Your business is a hazardous one—there is no occupation, perhaps, in which the hazard is greater. For those of your comrades who suffer you have made liberal provision. You not only extend financial aid to the afflicted, but in every case of sickness at least two visits a week to the patient's bedside are made—visits that often do more good than the call of the physician or surgeon. No member of your Order is bred to be a mendicant; all he wants is an opportunity to work, and you make it your duty to help find employment for each other. * * You are conservative in your methods and you do not act precipitately in seeking redress of grievances. The Locomotive Brotherhoods have benefitted the railroad companies and you are following in their footsteps. You do not separate yourselves by this organization from interest in the welfare of your fellow-laborers, the railroad companies or good government. When the trumpet of war sounds I have observed that there are no swords that leap from the scabbards more quickly in defense of our country than those of the workingmen. I wish you a convention that will benefit your Order and your families, and that will result in good to the railroads. When through, I wish you a safe return to your families, and, as for those who have no families, I hope we may soon hear that they have formed delightful domestic partnerships."

COLONEL MAYNARD'S ADDRESS.

Col. J. B. Maynard, of the Sentinel, was introduced and spoke as follows:

Mr. President:—It is not in my power to do more than thank your committee for an invitation gracefully extended to be present on this occasion and address this convention of the Switchmen's Mutual Aid Association of North America.

It has been my great good fortune to be on terms of intimate friendship with the great Brotherhood of Locomotive Firemen of North America, a friendship which for years has known no variableness nor shadow of change. I refer to the matter, Mr. President, simply to show that I am not unacquainted with men, who, though following a different vocation, are in many ways coupled with switchmen, by ties more enduring than railroad ties, and not as easily bent and broken as coupling pins and iron links. Indeed, I am of the opinion that the day is dawning when all railroad men, employers and employes, will be in more active sympathy with each other, because no other industrial enterprise of the country is, to the same extent, committed to employes, to men whose only investment is their skill, their integrity, their fealty to obligation, and whose only dividends are their wages.

This view of the subject I think will be that of the average investigator of affairs connected with railroading in the United States. According to the latest authoritative publications, there are now in the country, in round numbers, 127,000 miles of railroad track, sufficient to girdle the earth five and one-half times. I do not know how many switchmen are employed. I do not know how many switches there are on this vast extent of railroads; I only know that the estimate is, that to operate these roads, requires more than 500,000 employes, wage men, whose skill and integrity is constantly put to the test, because, amidst ceaseless perils human life is always in danger; and viewing such facts, I deem it prudent to say no other great interest is equally dependent upon the skill, the integrity and the vigilance of employes; and when brotherhoods or associations, like the Switchmen's Association of North America, are animated by the lofty purpose of advancing the interests of their members by insisting upon sobriety, integrity and all the virtues that adorn American citizenship, they bring not only railroad corporations, but the entire body, social, commercial and politic, under manifold obligations, which it is difficult to comprehend, in all of their sweep and far-reaching beneficial consequences.

It may be, and doubtless is, the common idea, Mr. President, that the duty of switchmen is to tend switches—to watch trains as they come and go, and see to it that they are kept on the right track. But the truth is far different—switchmen make up all the railroad trains that go thundering, hither and thither, across the continent in every conceivable direction. If we only knew how many trains are in motion every day, and every hour of the day, we would have some rational conception of the labors and responsibilities of switchmen, whose interests this convention are to discuss. I have said there is now in operation in the United States 127,000 miles of railway. If so, there are 31,510 locomotives and tenders, 20,550 passenger cars, 6,850 baggage, mail and express cars, and 874,060 freight cars. To make these into one train, would extend more than 5,500 miles, such a train would extend from Puget Sound to the western coast of Ireland. But these locomotives, tenders and cars, are not in one train, but in as many trains as there are locomotives, say 31,000, and these trains are made up, the cars coupled together every day in the year, and probably every hour in the day, and this is the herculean and dangerous task of switchmen, and scarcely a day passes but some one of the men thus engaged is either killed or maimed. And it is just here, Mr. President and gentlemen, that a feature of your association comes into glowing prominence. I am not unmindful, sir, of the good there is in the world, nor of the teachings of the gospel, nor of the blessed few who practice its precepts. But, sir, say what we will, this is a cold, cheerless world to the unfortunate. The great mass are too busy to do more than talk, to say kind words it may be, which are better than nothing at all; but when it comes to deeds—ah! that is quite another thing. Now, then, is a switchman, a member of your Association, sick, then there are brothers to gather around him, not only to say kind words, but to perform kind deeds. There may be sickness and the anguish born of anxiety, but every want is supplied. Is there death in the switchman's home? the mourners are not left alone in their sorrow and gloom. Does the switchman fall at his post, does death claim him for a victim—

Digitized by Google

then every rite of Christian sepulture is performed, and death's decree unbars the doors of your Grand Lodge safe and the widow and the orphan realize that the husband and the father had been a stockholder and a depositor in your great Association's savings bank, and though money does not restore the dead and lost, though it does not silence the heart's moanings, nor dry the fountain of tears, it does lift a burden from many sorrowing hearts, it does dispel the gloom of doubt and fear and revive hopes when else all would be despondency. We hear much of the fellowship of saints in this world, and I do not think the idea is a mere freak of the fancy —a vagary to be dismissed with a sneer—but in the case of switchmen, members of this great association, I think you, Mr. President, and you, gentlemen, delegates, know that the fellowship of switchmen is not a hallucination. Your members have been sick, and you have ministered to their wants. Your members have died and you have buried them, and you have gone into the desolate homes of your dead brothers, the bearers of consolation and comfort, and with the inspiration of hope in your words. In doing these things, you have baptized the association, not with water nor with fire, but you have baptized it with a spirit of charity, of benevolence, of fellowship, without which all professions are as sounding brass, and in doing these things you do carry out the sublimest teachings of the gospel, and society becomes your debtor.

You are aware, Mr. President, that the demand of the times is education. From the four corners of the great Republic comes the exhortation, "Educate the people." I shall not refer to the school, the pulpit, the stage and the rostrum. They are all educators, and all are actively employed. But, sir, the press is, after all, the great educator of the people. Every morning, every evening, every week and every month in the round year the press sends forth its publications on their educational mission.

All the other brotherhoods of railroad workingmen have their established and widely circulated magazines and journals, and I notice, sir, that this Association, this Brotherhood of Switchmen, though but two years old, has its publication—its organ devoted specially to the education of its membership. Your educational efforts begin with the infancy of your Association. You have adopted the theory that "just as the twig is bent the tree is inclined," and you propose to incline this Association towards virtue, sobriety, loyalty to obligation, faithfulness to trusts, that every member of the Switchmen's Mutual Aid Association of North America shall be an intelligent man and a worthy member of society. In this, Mr. President and gentlemen, you are performing a good, a great, a noble work, not only for the Association, not only for each member and his home, but for society at large and for the railroad interests of the country. If, in this, your great Association, is not sailing in the right direction, then the compass by which society is steering is sadly out of order. But, fortunately, there is no room for doubt. You have the approval of your judgment, your knowledge and your consciences, and you have the approval of all men who believe in practical methods to better the condition of men. In closing these brief remarks, Mr. President and gentlemen, permit me to congratulate you upon the favorable auspices under which you assemble in the capital city of Indiana, one of the great railroad centers of the country, and to express the hope that your visit will prove in all regards a pleasant reminiscence when your labors are done and you leave us to return to your homes.

SPEECH OF MR. BYNUM.

Congressman Bynum was received with cheers. He spoke briefly and to the point. He called attention to the injustice of the law which prevented an injured employe from recovering damages from a railroad company when the accident in which he was hurt was caused by the negligence of another employe. Mr. Bynum also touched upon the good work being accomplished by labor organizations and concluded with the following suggestions: "Keep jealousies and cliques out of your organization; they are the bane of secret societies. Do not permit religion or politics to enter your Order. Milk is nourishing when taken into the stomach, but a single drop injected into the blood will produce death. Religion and politics are good in their places, but introduced into Orders of this kind they often prove fatal."

EUGENE V. DEBS

then addressed the Convention as follows:

Mr. President and Gentlemen of the Switchmen's Aid Association:—After the very able and eloquent addresses of the distinguished gentlemen who have preceded me, I could well afford to remain silent, and I shall only detain you long enough to say that I am commissioned by the Grand Lodge of the Brotherhood of Locomotive Firemen to extend greetings to your Association, and I can assure you that I take great pleasure in the performance of that duty. Your Association, although among the youngest among the many railway fraternities, has already written a record luminous with splendid achievements. Realizing the fact that your high purpose is to elevate the members of your Order to a higher social, moral and intellectual plane, as well as to supply railway companies with a class of efficient and trustworthy men, it is but natural and right that you should have the hearty encouragement and support of all organizations with kindred aims and purposes, and it is therefore a pleasure to me to voice the greetings of the Brotherhood of Locomotive Firemen, which I have the honor to officially represent on this occasion. Like all other organizations which have preceded you, you have had your full measure of obstacles to surmount, your full share of dark days when hope flickered like a taper in the chamber of death, but guided by the star of destiny, you have emerged from the gloom and today thousands of loyal men, animated by purposes as noble as ever prompted man to action, are keeping step to the music of your prosperity. When you first began your noble mission of benevolence and mutual protection the remark was not unfrequently heard that switchmen were not capable of permanent organization, that they were leading a forlorn hope and that the movement would eventuate in utter and irretrievable failure. The same was said of all kindred organizations, but thanks to the perseverance and fidelity of the men in charge, victory came instead of defeat, and to-day the influence of these fraternities is universally recognized, and their noble work appreciated wherever the whistle of the locomotive proclaims the triumphs of civilization.

The purposes of your Association are such as to commend it to the favorable consideration of all right-thinking people, and if there are those who are not in accord with your cause, it is because they are uninformed as to your real mission, or else they are the foes of the best interests of working men and of society at large. Allow me to wish for your second annual convention the most pleasant and harmonious deliberations, also that prudent and conservative counsels may prevail, and that such legislation may be enacted as will guide your great and growing organization safely to its destined port, in all of which I voice the sentiments of each and every member of the Brotherhood I have the honor to represent.

The welcoming addresses were appropriately responded to by Grand Master James L. Monaghan. He gave something of a history of the organization, and said it had accomplished a great work. In the history of the Order it has had but one strike, which was in Kansas City, and it was endorsed by the citizens, and twelve out of the thirteen railroad managers. The first local Lodge of switchmen was organized in Chicago, in 1877, and the National Association was perfected in 1885. In the past two years forty-five Lodges have been started. The organization is opposed to strikes, and it is friendly to all of the railroad managers except John Newall, of the Lake Shore and Michigan Southern. In the last eighteen months it has paid out $18,900 for disabilities, and $11,000 since last June. In May last the treasurer absconded with $7,000 of the Association's money and left $9,000 of liabilities.

In the afternoon the delegates met in secret session in the Knights of Honor Hall, in the Baldwin block. The constitution, which is to be revised and largely changed, was taken up and discussed at

Digitized by Google

length. It will be disposed of section by section. This morning the convention will again meet in executive session, when the committees will be announced. The annual election of officers will probably take place Thursday afternoon, but the convention will not finally adjourn until Friday or Saturday.

Grand Organizer, John W. Drury, interprets the letters B. H. and P., on the pretty silk banner to signify Benevolence, Hope and Protection, the motto of the Order.

Among the delegates from Chicago is John T. Kenney, the pioneer switchman of the country. He has been continuously engaged in the business for forty-three years."

The convention accomplished great good and was most satisfactory in its results, upon which we heartily congratulate our brothers, the Knights of the Switch. Although quite young and comparatively few in numbers, the Switchmen's Aid Association has already written a commendable record. The convention was made up of men of large intelligence, capable of appreciating the needs and requirements of the organization and proved themselves in all regards equal to the demands of the occasion. That the coming year may be one of great prosperity to the Switchmen's Association is the earnest wish of the *Firemen's Magazine.*

UNION MEETING

Of the B. of L. F. at the Academy of Music—Grand Fair.

Macon (Ga.) News.

The Macon Lodge of the Brotherhood of Locomotive Firemen expect to open their great Fair on the night of December 15th next, and have inaugurated a movement to have a grand Union meeting of the Brotherhood of Georgia, and other States, in this city, at the Academy of Music on the afternoon of December 15th, at which prominent orators of Macon and other cities are expected to speak. The exercises will be open to the public, and will be of a highly interesting nature.

The Fair itself will be conducted on a large scale and promises to be one of the most successful and enjoyable of the kind ever held in Georgia. Last Saturday we published a list of the contributions to the Fair from Lodges in the West and North. We take pleasure in printing the following letter to-day as showing the liberality and interest being manifested abroad:

BINGHAMPTON, N. Y., Sept. 29, 1887.

Mr. N. S. Outler, Secretary, etc., Macon, Ga.:

DEAR SIR:—Yours 26th inst. received. We will forward you 1,000 cigars for the Fair. When you are ready for same let us know, and we will ship them.

Yours respectfully, BRAVO & KEYES.

We say bravo for this liberal firm. Who will be the next generous party to make a donation? Secretary Outler has thrown his whole soul into the success of the Fair and it is bound to be a grand event.

ONE of the saddest events of the past month was the death and burial of the venerable Mrs. Hugo, mother of Bros. William and Harmon Hugo, of Eureka Lodge No. 14. Mrs. Hugo was universally beloved as a woman of beautiful character, gentle, kind and generous, the very embodiment of Christian womanhood. Among the members of our Order she was specially a favorite and will be greatly missed. Her generous hospitalities to those who came to her door will not soon be forgotten. The funeral was largely attended. All of the members of No. 14 who were in the city called to extend their sympathies and witness the last sad rites. Among the numerous floral decorations there was a beautiful pillow of flowers appropriately inscribed, the offering of Eureka Lodge. While our sympathies go out to the bereaved family, we feel assured that the kind old mother is in a better land, where noble souls, such as she possessed, are appreciated and rewarded.

DIED.

HILANDS.—On Saturday, July 16, 1887, at 5:15 A. M., Wallace Bayne Hilands, son of Mary E. and the late James D. Hilands, aged 23 years.

The funeral services took place at the residence of his mother, 68 Montgomery avenue, Allegheny, at 2 o'clock, Monday afternoon, July 18. Interment private at a late hour.

The subject of the above notice was one who was endeared to relatives and acquaintances. His sickness, caused by drinking ice-water when overheated, began June 25, 1887. In his death the family have lost an affectionate, dutiful son and loving brother. His sufferings were intense but amid them all he gave cheering and comforting evidence of his faith in Jesus and the enjoyment of that peace that passeth all understanding in believing in the name of his blessed Savior. Becoming overheated at his work as fireman on the W. P. R. R., he drank freely of ice water which brought on inflammation of the stomach and bowels, resulting in death. He was a particular favorite with all on the road. He was always pleasant and had a kind word for all. He manifested complete resignation to his death, and although he was desirous to live, to exhibit the Christian character was contented to die, feeling that he would be happier than to remain in this world. All who knew him expressed the deepest sorrow at his death, for Wallie had many friends and no enemies. His death though sudden, should comfort the striken hearts of his mother and brothers and sisters, knowing he has a home in heaven where the inhabitant thereof shall never say that "I am sick." Wallie had been engaged as fireman on the W. P. R. R. from February 25, 1884, until the time of his death. He was the only son at home, his brothers being engaged in other places. His desire was to be buried by the side of his father, and he chose his own pall bearers.

"Death should come
Gently to one of gentle mould like thee,
As light winds wandering through groves of bloom
Detach the delicate blossoms from the tree.
Close thy sweet eyes calmly, and without pain,
And we will trust in God to see thee yet again."

ESTRANGED.

You say our paths must lie apart,
That we must meet no more;
You bid me to forget the past,
Those pleasant days of yore;
But I could not if I would, dear friend,
For deep within my heart,
My love for thee hath long held sway—
Is of my life a part.

Brief was the dream, but yet how sweet,
'Twill ne'er return, I trow;
Thine was the victory, mine defeat,
For love lies bleeding now;
Thine was the pleasure, mine the pain,
And yet I deemed thee true;
I questioned not thy love for me—
I gave my heart to you.

Bright, cherished hopes that once were mine,
Send forth no ray of light
To guide me o'er time's rugged way,
That looms before my sight;
But, tho' thy love is now estranged,
Think kindly of me yet—
You bid me to forget the past—
I ask, can you forget?

Mrs. Nellie Bloom.

WEST OAKLAND, May 24, 1887.

FROM all accounts, the Grand Chief cigars, manufactured by Bravo & Keyes, of Binghampton, N. Y., are giving excellent satisfaction. It should be remembered by our members that a royalty is paid into the treasury of our Grand Lodge upon the sales of these cigars. Smoke the Grand Chief, and get your friends to do the same. Call on your dealers and get them to send an order for the Grand Chief brand.

Digitized by Google

The "North Pole" Located.

The following report of the organization of North Pole Lodge No. 152, instituted at West Bay City, Mich., September 11, was communicated to the Saginaw *Evening News:*

When the officers of Saginaw Valley No. 286, Brotherhood of Locomotive Firemen were notified that the Vice Grand Master of the Order, John J. Hannahan, would come to the Saginaw Valley to visit them and then organize a Lodge in West Bay City, the Lodge immediately made arrangements for the reception of Mr. Hannahan and dispatched a committee of three consisting of the Master, Vice Master and Secretary of the Lodge, to Detroit to meet him and escort him to Saginaw. They arrived here Friday, the 9th, and in order to be able to assist in the organization of the new Lodge Sunday, they held a meeting with Mr. Hannahan Saturday evening and adjourned the regular meeting due Sunday.

Arrangements were made previous to this for a special train which would convey the members of the local Lodge and their ladies to West Bay City. The special train left here Sunday morning at 11 o clock sharp, with about forty-five members of the local Lodge and a few ladies; also numerous members of Divison 304, Brotherhood of Locomotive Enginners on board, who also held invitations to be present at a public meeting which would be held in West Bay City after the organization of the Lodge, and would be addressed by Mr. Hannahan.

The party was met in Bay City by a delegation of the charter members of the new Lodge and escorted to the Arlington House, the only first-class hotel in town, where the members of the new Lodge served dinner to the invited guests, numbering about one hundred.

After dinner, and until the hour set for the organization of the Lodge, the party took possession of the Arlington House parlors, where some fine singing was indulged in, Mr. Roach and Mr. Butler, young engineers of the M. C. R. R., and charter members of the new Lodge, accompanying the singers on the piano.

At 2 o'clock the work of organizing commenced in the elegantly furnished Odd Fellows' Hall, and at 4 o'clock the meeting was adjourned to attend a public meeting in the Opera House.

Mr. George Pierce, Chief of Mackinaw Division 338, B. of L. E., made a very good and efficient chairman for the occasion, and, after a few words of welcome by Alderman Frank Pierson, who was present in the absence of the Mayor, Vice Grand Master Hannahan addressed the large audience, among them Mr. Martin, Assistant Superintendent of the M. C. R. R., on the aims and purposes of the Brotherhood of Locomotive Firemen. Mr. Hannahan is a very pleasant speaker and there were people in the audience shedding tears on hearing him describe some of the disasters of the members and their families and how nobly they were relieved by the Brotherhood of Locomotive Firemen.

Mr. Sherman D. Plues, Past Chief of Division 304, B. of L. E., congratulated the Michigan Central firemen on the occasion of establishing a local branch of such a good order as the Brotherhood of Locomotive Fremen in West Bay City, and the public meeting was closed.

Snpper was served then by the members of the new Lodge to all present, at the Arlington, after which there was some more fine singing and music, and at 7 o'clock P. M., the work of completing the organization was taken up.

Members of Lodge No. 142, from Toledo, and 240, from Jackson, were also present, and some extra chairs had to be placed in the large and commodious Odd Fellows' Hall to accommodate all members.

We are told that the two featherweights of 286, Messrs. Wendell and Lambert, each of whom do not weigh but about 300 pounds, acted as body guard for Mr. Hannahan—one of them sitting on the rostrum on each side of him.

The work of organization was not completed until about 11 o'clock P. M., and it was midnight when the special train arrived in Saginaw again, having on board a jolly lot of men who were well pleased with the kind and friendly reception they received, and stated that the day will always be remembered by them.

The new Lodge starts out under the most favorable auspices, having about thirty-five members on the rolls, and when we read the preamble of their constitution, we cannot help but bid them God speed in their undertaking and wish them good success, hoping to see the day when every labor organization in the country will be able to adopt as its cardinal principles the motto "Protection, Charity, Sobriety and Industry," and live up to it as well as the Brotherhood of Locomotive Firemen does.

CO-OPERATION STORE.

Scheme That Will Pay Handsomely—Starting With $5,000 Capital.

Macon [Ga.] News.

Macon Lodge of the Brotherhood of Locomotive Firemen, headed by the indefatigable N. S. Outler, the efficient and popular Secretary of the Lodge, are organizing a stock company among the members to operate a grocery store in a prominent locality in the city. Each member obligates to take so many shares of stock, and it is proposed to start business with a capital of $5,000, and to increase this according to the demands of the business. All the members of the Brotherhood will buy their supplies at this store, and while they will be charged just the same price for groceries as the general trading public, yet the dividends or profits to arise from their stock in the store will greatly reduce the cost of provisions. We see no reason why this scheme should not pay handsomely. We wish the movement rich success.

A Thief.

Fred Wheeler, a member of S. S. Merrill Lodge, No. 188, of Chicago, has stolen the funds of that Lodge and absconded for parts unknown. The way he did it was to secure a duplicate key to the Receiver's trunk, in which the funds were kept, and helping himself to such sums as he needed, from time to time. He was suspected and a detective put on his track and it was not long till he was caught in the act, but unfortunately, the detective allowed him to slip through his fingers and he is now at large. A circular will be issued to each Lodge, containing a cut of the thief and a description of his appearance. He is about six feet one inch tall, weighs about 200 pounds, is a little stoop-shouldered and has light hair and moustache. He has a small scar on right cheek and one on the forehead. The detectives are on his track and it is hoped that the thief, whose name heads this article, may be speedily apprehended and brought to justice.

For Woman's Department.

LINES TO MY HUSBAND.

Would earth seem less fair
Were I to die
And leave thee in grief to mourn?
Would life, with its wearisome weight of care,
Seem heavier by thee to be borne?

Would'st thou miss me at morn
Or at dewy eve,
And long for my presence again?
Would the echo of some well remembered song
Be wafted to thee with a sad refrain?

Would'st thou think kindly of me, darling,
Lying so pale and still—
So peacefully, calmly at rest?
Would thoughts of the past thy sad heart fill
Of her you once fondly caressed?

Ah! could I but know
That thou would'st not forget—
How sweet would the thought be to me,
When the silence of death shall between us lie,
I would still be remembered by thee.

Mrs. Nellie Bloom

WEST OAKLAND, Sept. 1, 1887.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

NOVEMBER, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1887. }

Assessment Notice for November.

ASSESSMENT NO. 12.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members, who were entitled to all the benefits of the Order, viz:

CLAIM NO. 102. Geo. Webster, of Eau Claire Lodge, No. 68, was killed by Railroad Accident, July 25th, 1887.

CLAIM NO. 103. A. P. Rhodes, of Bee Hive Lodge, No. 179, died of Heart and Lung Disease, August 22d, 1887.

CLAIM NO. 104. H. G. Edwards, of Herald Lodge, No. 161, died of Typhoid Fever, August 22d, 1887.

CLAIM NO. 105. A. S. Aiken, of Pine Ridge Lodge, No. 17, was killed by Railroad Accident, August 24th, 1887.

CLAIM NO. 106. Lawrence Connell, of Golden Link Lodge, No. 259, died of Peritonitis, August 26th, 1887.

CLAIM NO. 107. N. E. Scales of Magnolia Lodge, No. 226, was killed by Explosion of his Engine, September 7th, 1887.

CLAIM NO. 108. M. Considine, of Eau Claire Lodge, No. 68, was declared totally disabled with Consumption, September 15th, 1887.

CLAIM NO. 109. J. McCarthy, of Endeavor Lodge, No. 267, died from the effects of a Gunshot Wound, September 17th, 1887.

CLAIM NO. 110. J. P. Rheiner, of United Lodge, No. 60, was declared totally disabled with Chronic Bronchial Pneumonia, September 23d, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 110, and all members who were admitted on or before September 23d, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before November 25, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge. Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE B. OF L. F., }
TERRE HAUTE, IND., November 1, 1887. }

Special Notices.

ORDERING SUPPLIES.

The last Convention passed an order (see pages 262 and 263 printed Proceedings) requiring all printing and supplies ordered from the Grand Lodge to be ordered by the *secretary* of the Lodge. Hereafter this order must be observed by each Subordinate Lodge, as no order for printing and supplies will be honored unless it comes from the Secretary.

GRAND MASTER'S APPOINTMENTS.

The Grand Master has cancelled all his appointments for the month of November, in consequence of the removal of the Grand Lodge headquarters, which will occupy his time during that month. The appointments heretofore announced for the month of November have been postponed, and will be held later on, due notice of which will be given hereafter.

UNION MEETING.

A grand Union meeting will be held at Macon, Ga., on Thursday, December 15th, under the auspices of Macon Lodge, No. 246. This meeting will be the formal opening of the Fair, heretofore announced, to be given for the pu pose of raising a fund to defray the expenses of our first biennial Convention. The Grand Officers will be present, and the largest possible attendance is desired. All members in good standing are invited.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending January 31st, 1888; also for *Assessment No.* 11 (for October); also for *Special Assessment No.* 2. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secretaries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of *filling out this slip at once* and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, *as required by law*. Let there be no delay in carrying out these instructions.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. & T.

Information Wanted.

ED. JAMISON.

Ed. Jamison, of Fargo Lodge, No. 85, is requested to send his postoffice address to his Lodge at once.

HENRY BURBANK.

IF Engineer Henry Burbank, formerly of the O. & M., will send his address to this office, he will receive information that will be to his interest.

Digitized by Google

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., Oct. 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending September 30, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 9.	TOTAL.	Lodge Nos.	Back Assessm'ts	Assessm't No. 9.	TOTAL
1	. . .	$67 00	$67 00	73	. . .	$64 00	$64 00
2	. . .	. . .	. . .	74	. . .	25 00	25 00
3	$5 00	156 00	161 00	75	$6 00	153 00	159 00
4	4 00	94 00	98 00	76	60 00	. . .	60 00
5	1 00	86 00	87 00	77	. . .	97 00	97 00
6	2 00	52 00	54 00	78	2 00	65 00	67 00
7	. . .	30 00	30 00	79	. . .	45 00	45 00
8	4 00	46 00	50 00	80	8 00	88 00	96 00
9	13 00	94 00	107 00	81	3 00	70 00	73 00
10	12 00	69 00	81 00	82	2 00	85 00	87 00
11	1 00	116 00	117 00	83	3 00	55 00	58 00
12	22 00	208 00	230 00	84	. . .	69 00	69 00
13	. . .	97 00	97 00	85	40 00	37 00	77 00
14	6 00	138 00	144 00	86	12 00	55 00	67 00
15	2 00	51 00	53 00	87	27 00	. . .	27 00
16	1 00	129 00	130 00	88	. . .	48 00	48 00
17	. . .	20 00	20 00	89	5 00	24 00	29 00
18	11 00	56 00	67 00	90	. . .	. . .	. . .
19	. . .	37 00	37 00	91	4 00	39 00	43 00
20	2 00	30 00	32 00	92	. . .	19 00	19 00
21	. . .	33 00	33 00	93	8 00	67 0	75 00
22	5 00	20 00	25 00	94	45 00	45 00	90 00
23	3 00	38 00	41 00	95	. . .	102 00	102 00
24	2 00	45 00	47 00	96	4 00	16 00	50 00
25	1 00	67 00	68 00	97	19 00	29 00	48 00
26	11 00	74 00	85 00	98	. . .	28 00	28 00
27	4 00	76 00	80 00	99	7 00	83 00	90 00
28	3 00	68 00	71 00	100	5 00	31 00	36 00
29	2 00	33 00	35 00	101	1 00	140 00	141 00
30	. . .	. . .	. . .	102	4 00	38 00	42 00
31	11 00	46 00	57 00	103	14 00	103 00	117 00
32	4 00	28 00	32 00	104	. . .	23 00	23 00
33	1 00	57 00	58 00	105	2 00	101 00	103 00
34	. . .	59 00	59 00	106	. . .	28 00	28 00
35	25 00	. . .	25 00	107	3 00	85 00	88 00
36	3 00	58 00	61 00	108	. . .	23 00	23 00
37	. . .	47 00	47 00	109	3 00	67 00	70 00
38	. . .	61 00	61 00	110	. . .	26 00	26 00
39	11 00	43 00	54 00	111	. . .	55 00	55 00
40	4 00	79 00	83 00	112	. . .	45 00	45 00
41	. . .	25 00	25 00	113	1 00	27 00	28 00
42	. . .	. . .	. . .	114	. . .	. . .	. . .
43	. . .	. . .	. . .	115	. . .	23 00	23 00
44	2 00	77 00	79 00	116	. . .	47 00	17 00
45	4 00	67 00	71 00	117	. . .	51 00	51 00
46	. . .	49 00	49 00	118	3 00	24 00	27 00
47	. . .	92 00	92 00	119	. . .	32 00	32 00
48	1 00	69 00	70 00	120	5 00	78 00	83 00
49	1 00	40 00	41 00	121	. . .	57 00	57 00
50	. . .	109 00	109 00	122	. . .	56 00	56 00
51	60 00	37 00	97 00	123	5 00	70 00	75 00
52	2 00	96 00	98 00	124	. . .	. . .	. . .
53	. . .	26 00	26 00	125	1 00	48 00	49 00
54	7 00	90 00	97 00	126	. . .	18 00	18 00
55	. . .	22 00	22 00	127	2 00	63 00	65 00
56	5 00	16 00	21 00	128	. . .	26 00	26 00
57	24 00	209 00	233 00	129	. . .	59 00	59 00
58	. . .	. . .	. . .	130	1 00	84 00	85 00
59	1 00	67 00	68 00	131	38 00	36 00	74 00
60	5 00	79 00	84 00	132	1 00	36 00	37 00
61	5 00	70 00	75 00	133	1 00	30 00	31 00
62	5 00	55 00	60 00	134	. . .	33 00	33 00
63	. . .	46 00	46 00	135	8 00	36 00	44 00
64	. . .	. . .	. . .	136	1 00	19 00	20 00
65	3 00	61 00	64 00	137	. . .	23 00	23 00
66	2 00	49 00	51 00	138	38 00	37 00	75 00
67	2 00	104 00	106 00	139	2 00	23 00	25 00
68	20 00	67 80	87 80	140	1 00	57 00	58 00
69	. . .	41 00	41 00	141	31 00	74 00	105 00
70	4 00	34 00	38 00	142	2 00	73 00	75 00
71	3 00	66 00	69 00	143	. . .	. . .	. . .
72	5 00	118 00	123 00	144	6 00	31 00	37 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts	Assessm't No. 9.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 9.	TOTAL.
145	. . .	$26 00	$26 00	224	. . .	$25 00	$25 00
146	$22 00	. . .	12 00	225	$24 00	. . .	24 00
147	3 00	42 00	45 00	226	. . .	29 00	29 00
148	9 00	27 00	36 00	227	1 00	22 00	23 00
149	230 00	217 00	447 00	228	. . .	108 00	108 00
150	6 00	42 00	48 00	229	. . .	33 00	33 00
151	. . .	55 00	55 00	230	. . .	66 00	66 00
152	. . .	35 00	35 00	231	8 00	45 00	53 00
153	. . .	. . .	. . .	232	1 00	25 00	26 00
154	1 00	39 00	40 00	233	19 00	22 00	41 00
155	13 00	. . .	13 00	234	19 00	. . .	19 00
156	1 00	45 00	46 00	235	. . .	38 00	38 00
157	. . .	42 00	42 00	236	. . .	17 00	17 00
158	5 00	59 00	64 00	237	2 00	55 00	57 00
159	11 00	30 00	41 00	238	4 00	25 00	29 00
160	1 00	43 00	44 00	239	. . .	. . .	. . .
161	. . .	54 00	54 00	240	5 00	81 00	86 00
162	10 00	91 00	101 00	241	. . .	22 00	22 00
163	35 00	29 00	64 00	242	1 00	61 00	62 00
164	. . .	34 00	34 00	243	6 00	14 00	20 00
165	5 00	33 00	38 00	244	1 00	78 00	79 00
166	. . .	. . .	. . .	245	. . .	26 00	26 00
167	. . .	32 00	32 00	246	. . .	27 00	27 00
168	2 00	47 00	49 00	247	1 00	32 00	33 00
169	. . .	108 00	108 00	248	. . .	23 00	23 00
170	1 00	41 00	42 00	249	. . .	18 00	18 00
171	. . .	20 00	20 00	250	1 00	72 00	73 00
172	. . .	. . .	. . .	251	. . .	58 00	58 00
173	44 00	40 00	84 00	252	1 00	86 00	87 00
174	1 00	107 00	108 00	253	. . .	. . .	. . .
175	47 00	37 00	84 00	254	. . .	28 00	28 00
176	. . .	16 00	16 00	255	7 00	15 00	22 00
177	3 00	51 00	54 00	256	1 00	35 00	36 00
178	1 00	56 00	57 00	257	24 00	19 00	43 00
179	60 00	48 00	108 00	258	20 00	18 00	38 00
180	. . .	. . .	. . .	259	19 00	15 00	34 00
181	. . .	20 00	20 00	260	3 00	14 00	17 00
182	. . .	31 00	31 00	261	. . .	31 00	31 00
183	. . .	31 00	31 00	262	1 00	22 00	23 00
184	5 00	19 00	24 00	263	1 00	32 00	33 00
185	3 00	16 00	19 00	264	13 00	33 00	46 00
186	31 00	57 00	88 00	265	. . .	57 00	57 00
187	12 00	. . .	12 00	266	. . .	15 00	15 00
188	. . .	74 00	74 00	267	8 00	23 00	31 00
189	16 00	34 00	50 00	268	5 00	18 00	23 00
190	8 00	23 00	31 00	269	. . .	45 00	45 00
191	. . .	32 00	32 00	270	. . .	. . .	. . .
192	. . .	. . .	. . .	271	. . .	25 00	25 00
193	4 00	22 00	26 00	272	. . .	30 00	30 00
194	. . .	34 00	34 00	273	. . .	41 00	41 00
195	. . .	45 00	45 00	274	3 00	10 00	13 00
196	3 00	12 00	15 00	275	20 00	10 00	30 00
197	. . .	41 00	41 00	276	29 00	. . .	29 00
198	. . .	23 00	23 00	277	. . .	. . .	. . .
199	1 00	30 00	31 00	278	9 00	10 00	19 00
200	2 00	8 00	10 00	279	. . .	8 00	8 00
201	1 00	35 00	36 00	280	. . .	34 00	34 00
202	. . .	50 00	50 00	281	. . .	28 00	28 00
203	15 00	51 00	66 00	282	. . .	27 00	27 00
204	. . .	8 00	8 00	283	1 00	36 00	37 00
205	3 00	61 00	64 00	284	1 00	79 00	80 00
206	. . .	. . .	. . .	285	2 00	42 00	44 00
207	1 00	69 00	70 00	286	2 00	82 00	84 00
208	. . .	. . .	. . .	287	2 00	90 00	92 00
209	2 00	17 00	19 00	288	. . .	18 00	18 00
210	. . .	34 00	34 00	289	. . .	12 00	12 00
211	1 00	56 00	57 00	290	. . .	. . .	. . .
212	2 00	23 00	25 00	291	1 00	59 00	60 00
213	. . .	30 00	30 00	292	. . .	26 00	26 00
214	47 00	31 00	78 00	293	7 00	42 00	49 00
215	. . .	47 00	47 00	294	. . .	21 00	21 00
216	25 00	58 00	83 00	295	1 00	24 00	25 00
217	. . .	25 00	25 00	296	. . .	. . .	. . .
218	. . .	. . .	. . .	297	17 00	15 00	32 00
219	3 00	42 00	45 00	298	2 00	15 00	17 00
220	. . .	53 00	53 00	299	5 00	34 00	39 00
221	. . .	35 00	35 00	300	. . .	40 00	40 00
222	. . .	. . .	. . .	301	6 00	24 00	30 00
223	22 00	21 00	43 00	302	4 00	20 00	24 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 9.	TOTAL	Lodge Nos.	Back Assessm'ts.	Assessm't No. 9.	TOTAL.
303	. . .	$6 00	$6 00	332	$11 00	$22 00	$33 00
304	. . .	25 00	25 00	333	. . .	69 00	69 00
305	. . .	15 00	15 00	334	. . .	. . .	. . .
306	. . .	32 00	32 00	335	. . .	23 00	23 00
307	$2 00	47 00	49 00	336	1 00	7 00	8 00
308	17 00	. . .	17 00	337	. . .	35 00	35 00
309	. . .	13 00	13 00	338	. . .	16 00	16 00
310	1 00	26 00	27 00	339	1 00	14 00	15 00
311	. . .	20 00	20 00	340	10 00	16 00	26 00
312	. . .	23 00	23 00	341	. . .	16 00	16 00
313	5 00	31 00	36 00	342	. . .	. . .	. . .
314	1 00	11 00	12 00	343	1 00	21 00	22 00
315	. . .	33 00	33 00	344	3 00	12 00	15 00
316	2 00	40 00	42 00	345	. . .	. . .	. . .
317	. . .	53 00	53 00	346	. . .	13 00	13 00
318	14 00	14 00	28 00	347	. . .	. . .	. . .
319	29 00	. . .	29 00	348	. . .	14 00	14 00
320	. . .	. . .	. . .	349	3 00	39 00	42 00
321	. . .	13 00	13 00	350	1 00	19 00	20 00
322	5 00	36 00	41 00	351	. . .	14 00	14 00
323	2 00	34 00	36 00	352	. . .	28 00	28 00
324	22 00	. . .	22 00	353	. . .	14 00	14 00
325	28 00	19 00	47 00	354	6 00	42 00	48 00
326	1 00	31 00	32 00	355	. . .	13 00	13 00
327	4 00	16 00	20 00	356	. . .	23 00	23 00
328	1 00	28 00	29 00	357	. . .	37 00	37 00
329	1 00	18 00	19 00	358	. . .	. . .	. . .
330	2 00	20 00	22 00	359	. . .	15 00	15 00
331	. . .	21 00	21 00	360	. . .	20 00	20 00

Balance on hand September 1st	$25,020 00
Received during month	16,210 00
Total	$41,230 00
By Claims 91, 92, 93, 94, 95, 96, 97, 98 99, 100 and 101	$16,500 00
Balance on hand October 1st	$24,730 00

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . . . Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN . . . . . Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS . . . . . Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS . . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER . . . . . Chairman
Box 738, Fort Dodge, Iowa.
C. C. SUTHERLAND . . . . . Secretary
Creston, Iowa.
L. P. SMITH . . . . . 292 Fulton Street, Chicago, Ills

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . . . Chairman
4233 Haverford Street, West Philadelphia, Pa.
W. E. BURNS . . . . . Secretary
122 Newberry Avenue, Chicago, Ill.
J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa
F. X. HOLL . . . 806 22d ave S., Minneapolis, Minn.
W H. MCDONNELL . 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Carmer . . . . . Master
John Downs, Box 311. . . . . Secretary
Wm. Van Dine . . . . . Collector
C. E. Barkman, Box 26 . . . . . Receiver
H. McAlister . . . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
G. T. Lowe, 10 Candace St . . . . . Master
H. Atwood, 5 Liberty St . . . . . Secretary
Willis A. Aldrich, Valley Falls, R. I. . Collector
J. W. Williams, 25 Kilton st., Taunton, Mass., ... Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays in bank building, Cor. Washington and Plymouth Sts.
Jos. Capner, Jr . . . . . Master
E P. Hutton, 178 Fourth St . . . . Secretary
J. B. Sweet, 147 Academy St . . . . . Collector
C. E. Benter, 403 E. 69th St., New York City . . . . . Receiver
George Auchter, 265 Third St . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets in B. of L. F. Hall, 1st and 3d Sundays.
L. G. Shaw, 22 Beckett St . . . . . Master
C. D. Getchell, 1033 Congress st . . . . Secretary
A. E. Dennison, 23 Merrill St . . . . . Collector
F. A. Huff, 49 Hanover St . . . . . Receiver
F. E. Pottle, 28 Hancock St . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.
Meets in Engineer's Hall every Tuesday at 8 P. M.
Thos. Quirk, Box 784 . . . . . Master
A. S. Adams, Box 1313 . . . . . Secretary
M. J. Blanche, Box 784 . . . . . Collector
Frank Turrill, Box 784 . . . . . Receiver
Wm. Deyelll, Box 784 . . . . . Magazine Agent

6. PRIDE OF THE WEST; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 . . . . . Master
F. J. Parker, Box 431 . . . . . Secretary
Fred Gratiot . . . . . Collector
John Moore, Box 189 . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

7. POTOMAC; Washington, D. C.
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13½ and E St. N. W.
James B. May 477½ F. St. S. W . . . . . Master
Wm. C. Jasper, 628 Penn'a Ave., N. W . Secretary
A. J. Williams, 327 C. St., S. W . . . . Collector
P. P. Luddy, 426 4½ St. S. W . . . . . Reciever
J. E. Johnson 627 Virginia Ave., S.W., Mag. Agent

8. RED RIVER; Denison City, Texas.
Meets in King's Hall, Woodford St., every Saturday at 7 P. M.
J. F. Cramer . . . . . Master
W. C. Parsons, L. Box 318 . . . . . Secretary
. . . . . Collector
J. Crofton, L. Box 318 . . . . . Receiver
C. W. Jeffries . . . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.
Meets at 64½ N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 544 E. Main St. . . . . Master
C. C. Coit, 204 Baird St . . . . . Secretary
N. T. Bynon, 325 Mt. Vernon ave . . . Collector
F. J. Kistler, 212, 214 South High St . Receiver
F F Ellis, 108 W. Maple St . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
James Saunders, 361 Harbor St., W. S. . . Master
A. G. Laubscher, Seward St., W. . . . Secretary
F. C. Whitmore, 143 Sterling Ave . . . Collector
T. P. Smith, 31 Jessie St . . . . . Receiver
John Manning, 138 Wariug . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall . . . . . Master
C. A. Stevenson . . . . . Secretary
Oliver Kidney, 633 Main St . . . . . Collector
J. W. Sinclair, L. Box 96 . . . . . Receiver
E. Piatt, Shimers, Warren Co. N. J. . Mag. Agent

Digitized by Google

12. BUFFALO; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 33 West Ave . . . . . Master
Wm. J. Bruman, 395 Swan St . . . . . Secretary
Harry Adams, 392 Seneca St . . . . . Collector
F. H. Coe, 4 Hickory St . . . . . Receiver
H. Dirksen, 1100 Elk St . . . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St., and Pacific Ave.
C. A. Wilson, 147 Pacific Ave . . . . . Master
Mellick Shick, 141 Pacific Ave . . . . . Secretary
P. C. Quick, Somerville, N. J . . . . . Collector
C. A. Wilson, 147 Pacific Ave . . . . . Receiver
D. M. Blake . . . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.
Meets every Tuesday at 8 P. M, at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St . . . Master
C. N. Zepp, 67 Peru Ave . . . . . Secretary
Wm. Lindeman, 172 Blake St . . . . . Collector
Wm. Hugo, 45 Ruckle St . . . . . Receiver
Chas. A. Hamilton, Brightwood, Ind., Mag Agent

15. ST. LAWRENCE; Montreal, Canada.
Meets alternate Sundays at 2:30 P. M.
Ed. Upton, 13 Shearer St . . . . . Master
Geo. A. Kell, 3 Fortune St., Gabrielville, Montreal . . . . . Secretary
T. F. Ferguson, 15 Magdalen St . . . . Collector
T. A. Dickson, 72 Mullin St . . . . . Receiver
W. Holden, 126 Congregation St., . . Mag. Agent

16. VIGO; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . . . Master
J. F. O'Reilly, 431 N. 4th St . . . . . Secretary
Frank Smith, 419 N. 12th St . . . . . Collector
C. A. Bennett, 1004 N. 9th St . . . . . Receiver
E. W. Bundy, 702 N. 14½ St . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.
Meets 1st and 3d Sundays of each month, at Masonic Hall.
W. M. Shirley, Box 341 . . . . . Master
John White, Box 366 . . . . . Secretary
John White, Box 366 . . . . . Collector
R. Chandler, L. Box 307 . . . . . Receiver
J. H. Butler, L. Box 307 . . . . . Magazine Agent

18. WEST END; Slater, Mo.
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 . . . . . Master
C. S. Frazier . . . . . Secretary
Greeley Olds . . . . . Collector
Andy Kinney . . . . . Receiver
E. H. Mattice . . . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.
Meets every Friday at 7:00 P M.
J. B. Cunningham, Box 8 . . . . . Master
W. J. Patten, Box 8 . . . . . Secretary
H. E. Huston, Box 8 . . . . . Collector
J. S. Raitt, Box 8 . . . . . Receiver
H. L. Huston . . . . . Magazine Agent

20. STUART; Stuart, Iowa.
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 . . . . . Master
W. R. Van Harten, Box 412 . . . . . Secretary
Wm. Zerwick, Box 252 . . . . . Collector
W. R. Van Harten, Box 412 . . . . . Receiver
E. L. Fick . . . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.
Meets 2d and 4th Tuesdays at 8 P. M., at Eighth and Lafayette Sts.
Phil. C. Snyder, 712 S. Eighteenth St . . . Master
Eli Giclas, 1021 Gratton St . . . . . Secretary
Chas Ladenberger, 800 Geyer Ave . . Collector
W. A. Murphy, 944 Chouteau Ave . . Receiver
Eli Giclas, 1021 Gratton St . . Magazine Agent

22. CENTRAL; Urbana, Ill.
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, Box 367 . . . . . Master
F. A. Bonner . . . . . Secretary
Dan. O'Connor . . . . . Collector
Jas. A. Gibson . . . . . Receiver
C. W. Patterson . . . . . Magazine Agent

23. PHŒNIX; Brookfield, Mo.
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens . . . . . Master
J. H. Snoddy, Box 7 . . . . . Secretary
J. S. Ott, Box 381 . . . . . Collector
T. H. Williams, Box 37 . . . . . Receiver
J. M. Morgan . . . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell Box, 144 . . . . . Master
F. E. Green . . . . . Secretary
Joe Morris . . . . . Collector
J. E. Powell, Box 144 . . . . . Receiver
J. W. Terrell, Box 322 . . . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith, ... Master
P. J. Ashton . . . . . Secretary
H. C. Barron . . . . . Collector
O. Dougherty . . . . . Receiver
H. C. Barron . . . . . Magazine Agent

26. ALPHA; Baraboo, Wis.
Meets 2d and 4th Mondays in B. L. E. Hall.
A. E. Brown, Box 1057 . . . . . Master
Thomas Williams . . . . . Secretary
H. E. Megee . . . . . Collector
Frank Snyder . . . . . Receiver
Chas. Stewart, Box 796 . . . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.
Meets 2d Sunday and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
Fred. McArdle, 67 6th Ave . . . . . Master
J. E. Collins, 95 Fifth ave . . . . . Secretary
Harry McCue, 95 5th Ave . . . . . Collector
C. B. Everette, 46 avenue A . . . . . Reciever
S. D. Byers, 252 Third St. W . . Magazine Agent

28. ELKHORN; North Platte, Neb.
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins . . . . . Master
John Stewart . . . . . Secretary
W. H. Coleman, Box 214 . . . . . Collector
A. Coffenberger . . . . . Receiver
W. H. Coleman, Box 214 . . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
F. S. Patton, Box 292 . . . . . Master
John Schuster . . . . . Secretary
Max Newbowrs . . . . . Collector
J. H. Fulton, Box 706 . . . . . Receiver
John N. Phelps, Box 171 . . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St . . . . . Master
R. A. Corson, Box 1154 . . . . . Secretary
E. T. Gregory, 514 Saxon St . . . . . Collector
R. A. Corson, Box 1154 . . . . . Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 101 Commercial St . . . . . Master
C. H. Salisbury, 103 Fourteenth St . . Secretary
W. D. Foster, 1303 N. Main St . . Collector
Frank Johnson, 713 North st . . . . Receiver
Chas. H. Norries, 1935 Commercial st., Mag. Agent

32. BORDER; Ellis, Kansas.
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 . . . . . Master
J. L. Clark, Box 244 . . . . . Secretary
A. M. Petrie, Box 103 . . . . . Collector
T. J. Welsh, Box 107 . . . . . Receiver
W. G. Gane . . . . . Magazine Agent

Digitized by Google

33. SUCCESS; Trenton, Mo.
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Sugg . . . . . Master
J. M. Griffin . . . . . Secretary
Wm. Echermen . . . . . Collector
F. White . . . . . Receiver
F. Fischer . . . . . Magazine Agent

34. CLINTON; Clinton, Iowa.
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave . . . . . Master
J. M. Wheeler, 515 Comanche Ave . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . Collector
Geo. P. Smith, 412 Eleventh Ave . . . Receiver
W. C. Schriver . . . . . Magazine Agent

35. AMBOY; Amboy, Ill.
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 . . . . . Master
J. F. Maloney, Box 389 . . . . . Secretary
Nicholas Kastler . . . . . Collector
J. J. Orehard . . . . . Receiver
Warren Fessiden . . . . . Magazine Agent

36. TIPPECANOE; Lafayette, Ind.
Meets in Red Men's Hall at 2 P. M. Sundays.
Chas. Ernst, 182 Union St . . . . . Master
G. H. Newbury, 160 N. Sixth St . . . . Secretary
W. H. Willoughby, 29 N. 3d St . . . . Collector
F. T. Korty, 29 N. 3d St . . . . . Receiver
W. B. Walters, 62 Ferry St . . . Magazine Agent

37. NEW HOPE; Centralia, Ill.
Meets every Sunday at 2 P. M.
C. E. Gillen, Champaign, Ill . . . . . Master
W. D. Holton . . . . . Secretary
J. Bowls, Champaign, Ill . . . Collector
C. H. Randall . . . . . Receiver
T. J. Prickett . . . . . Magazine Agent

38. AVON; Stratford, Ontario.
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 . . . . . Master
J. T. Burke, Box 318 . . . . . Secretary
Wm. O'Brien, Box 318 . . . . . Collector
G. Nursey, Box 318 . . . . . Receiver
Jas. Harvey, Box 318 . . . . . Magazine Agent

39. TWIN CITY; Rock Island, Ill.
W. T. Clark, 3 S Twentieth St . . . . . Master
C. J. Dahl, 3052 9th Ave . . . . . Secretary
C. J. Dahl 3052 9th Ave . . . . . Collector
J. O. Boyl, 518 Andrews St . . . . . Receiver
Carl Boltz, 3027 Fifth Ave . . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714½ W. Washington St . . . Master
W. Cavanaugh, 902 N. Lee St . . . . . Secretary
C. W. Millspaugh . . . . . Collector
W. Cavanaugh, 902 N. Lee St . . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 . . . . . Master
John Benedict . . . . . Secretary
E. E. Hagan . . . . . Collector
Joe Crosthwaite . . . . . Receiver
A. Bartlett . . . . . Magazine Agent

42. ELMO; Madison, Wis.
Meets in Good Templars Hall 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St . . . . . Master
John Cashen, Cor. Clymer and Broom streets . . . . . Secretary
Joseph Parish, Clymer St . . . . . Collector
M. O'Loughlin, 611 W. Dayton St . . . Receiver
Alfred Tyler, 821 University Ave . . Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and Penn. Sts . . . . . Master
C. B. Wilson, 2203 S. Sixth St . . . Secretary
J. Hyndman, 2216 S. Sixth St . . . . Collector
C. B. Wilson, 2203 S. Sixth St . . . . Receiver
C. B. Wilson, 2203 S. Sixth St . . Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jacksesch Hall on Missouri and Main sts.
T. J. Hayes, Box 375 . . . . . Master
C. E. Long, Box 351 . . . . . Secretary
John C. Roy . . . . . Collector
Thos. Halpin . . . . . Receiver
Edward Hayes, Box 288 . . . . . Magazine Agent

45. ROSE CITY; Little Rock, Ark.
Meets in Quapaw Hall every Monday night.
Jept Stout, 806 W. Fifth St . . . . . Master
Ed Chamberlain, 815 Water St . . . . . Secretary
Thos. A. Howell, 1704 W. 3d St . . . . Collector
George Emery, 1109 West 4th St . . . . Receiver
W. N. Horton, 1704 W. Third St . Magazine Agent

46. CAPITAL; Springfield, Ill.
Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st . . . Master
A. D. Hensley, 911 E. Reservoir st . . . Secretary
J. Shafer, 116 Monroe st . . . . . Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
W. Maisenbacher, 1228 E. Capitol ave, Mag. Agent

47. TRIUMPHANT; Chicago, Ill.
Meets in P. S. O. A. Hall 2d and 4th Tuesdays at 8 P. M.
Thos. S. Deegan, 298 E 22d St . . . . . Master
Chas Scheckner, 1140 Indiana Ave . . Secretary
A. P. Booth, 1537 Indiana Ave . . . . Collector
Peter Schlacks, 1533 Michigan Ave . . . Receiver
A. P. Booth, 1537 Indiana Ave . . . Mag. Agent

48. W. F. HYNES; Peoria, Ill.
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St . . . Master
W. A. McMillan, 211 New St . . . . . Secretary
John McCart, 324 Apple st . . . . . Collector
G. C. Watt, 617 1st St . . . . . Receiver
John McCart, 324 Apple st . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.
Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall, E. Eldorado St.
A. H. Hutton, 975 N. Water St . . . . . Master
Geo. Green, 1172 E. Marietta st . . . Secretary
Wm. H. Slater, 637 E. North st . . . . Collector
Geo. Bashford, 730 N Church St . . . . Receiver
Wm. Langelt, 903 N. Morgan st . Magazine Agent

50. GARDEN CITY; Chicago, Ill.
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rousenp, 524 Fifty-sixth St . . . . Master
John E. Davis, 5530 Butterfield St . . . Secretary
W. H. Green, 4837 State St . . . . . Collector
John J. Coffey, 4031 State St . . . . . Receiver
R. R. Bailey, 5026 State St . . . . Mag. Agent

51. FRISCO; North Springfield, Mo.
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
E. R. Harlan . . . . . Master
Michael Gaffney . . . . . Secretary
George Hasler . . . . . Collector
C. H. Swingler . . . . . Receiver
Daniel Lyons . . . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.
Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
H. C. Swadener, 1828 E Spear St . . . . Master
F. P. Jackson, W. Washington st . . Secretary
F. M. Wilt, 822 Fifteenth St . . . . Collector
E. H. Laing, 1724 Smead St . . . . . Receiver
F. M. Wilt, 822 Fifteenth St . . Magazine Agent

53. EMPORIA; Emporia, Kansas.
Meets 1st and 3d Sundays of each month in A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh, 2 Pine St . . . . . Master
Jno. Gallagher, 128 West St . . . . . Secretary
Jas. T. Bunt, 475 Neosha st . . . . . Collector
A. E. Pearce, L. box 1201 . . . . . Receiver
W. R. Samuels . . . . . Mag. Agent

Digitized by Google

54. ANCHOR; Moberly, Mo.
Meet every Tuesday at 7 P. M. in Suppies Bros. Hall.
J. J. Evans, Box 542 . . . . . Master
L. H. Kettler, Box 113 . . . . . Secretary
G. C. Brooks, Box 1171 . . . . . Collector
R. A. Blades, L. Box 1474 . . . . . Receiver
J. S. Hannah, Box 1574 . . . . . Mag. Agent

55. BLUFF CITY; Memphis, Tenn.
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
J. L. Sellers, L. & N. Shops . . . . . Master
Jacob Wagner, L. & N. Shops . . . . . Secretary
Con. Brannon, 128½ High St . . . . . Collector
Laurence Fox, 131 High St . . . . . Receiver
J. Wagner, L. & N. Shops . . . . Magazine Agent

56. BANNER; Stanberry, Mo.
Meets every Saturday night at 7:30 P. M.
D. L. Collier . . . . . Master
H. L. Powell . . . . . Secretary
D. L. Collier . . . . . Collector
J. J. Smith . . . . . Receiver
T. H. Robotham . . . . . Magazine Agent

57. BOSTON; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass . . . . . Master
R. P. S. Jones, 7 Davis st . . . . . Secretary
Charles Bowman, 425 Broadway, South Boston . . . . . Collector
C. A. Fisher . . . . . Receiver
Aug. W. Spurr, 76 Hammond st . Magazine Agent

58. SACRAMENTO; Rocklin, Cal..
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown . . . . . Master
C. E. Warrington . . . . . Secretary
C. E. Warrington . . . . . Collector
M. H. Tuttle . . . . . Receiver
M. H. Tuttle . . . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
M. N. Lines 313 Spring St., Pueblo . . . . Master
Wm. Walk, Block T, No. 59, Pueblo . . Secretary
Gus. Gleyre, 307 Spring St., Pueblo . . Collector
M. C. Donnelly, 316 E. 2d St., Pueblo . . Receiver
R. S. McAlpin . . . . . Mag. Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
B. F. Pettit, 1836 Marshall St . . . . . Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward . . . . . Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
John A. Falls, 2224 N. 2d St . . . . . Receiver
B. F. Pettit, 1836 Marshall st . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st . . . . . Master
D. Lordan, 939 Burr st . . . . . Secretary
R. Hetherington, 534 Grove st . . . . . Collector
A. E. Carle, 174 Acker st . . . . . Receiver
N. E. Munson, 390 Rondo st . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley . . . . . Master
A. W. Banks, Box 479 . . . . . Secretary
W. H. Brokenshier . . . . . Collector
O. E. Histed, L. Box 855 . . . . . Receiver
Ellsworth Meyers, Box 491 . . . Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Vermillion Co., Ill . . . . . Master
E. E. Partlow, 713 N. Hazel St . . . . . Secretary
John Wakely, Box 772 . . . . . Collector
John Myers, Box 772 . . . . . Receiver
T. A. Hudson . . . . . Mag. Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
G. M. Martin, Box 298 . . . . . Master
Jas. Coyle, Box 466 . . . . . Secretary
G. M. Martin, Box 298 . . . . . Collector
A. J. Goodrich, 1601 Sixth st . . . . . Receiver
D. L. Davenport, 1521 Sixth st . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 . . . . . Master
H. H. Richardson . . . . . Secretary
J. A. Robinson . . . . . Collector
W. D. Grimes . . . . . Receiver
Chas. Flowers . . . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station . . . . . Master
Fred Link, Belleville Station . . . . . Secretary
Wm. Logue, Box 9, Belleville Stotion . Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
H. Gorman . . . . . Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
Jas. Pratt, 73 Huron St . . . . . Master
S. Vaughan, 228 Wellington St . . . . . Secretary
Jas. Pratt, 73 Huron St . . . . . Collector
S. Vaughan, 228 Wellington St . . . . . Receiver
Geo. E. Crowhurst, 152 Farley Avenue . . . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy . . . . . Master
C. H. Dexter, Box 43, Altoona, Wis . . . Secretary
J. E. Thompson . . . . . Collector
Pat Keating . . . . . Receiver
Fred Rogers, 763 Jessie St. . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips . . . . . Master
T. J. Beehler, Box 558 . . . . . Secretary
T. Shields, Box 558 . . . . . Collector
T. J. Beehler, Box 558 . . . . . Receiver
Benjamin Dickerson . . . . . Magazine Agent

70. LONE STAR; Longview, Texas.
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
T. Coshey, Box 411 . . . . . Master
I. H. Stout, Box 411 . . . . . Secretary
I. H. Stout, Box 411 . . . . . Collector
Jas. Rutledge, Box 411 . . . . . Receiver
E. Vallimant, Box 411 . . . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, L. Box 1188 . . . . . Master
John B. Ingalls . . . . . Secretary
R. W. Mills . . . . . Collector
Elmer Kerr . . . . . Receiver
George Bouck . . . . . Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St . . . . . Master
Geo. M. Kern, 430 So 3d st . . . . . Secretary
Garret M. Western, 565 Bridge St . . . Collector
Jas. L. Gibbs, Collinswood, N. J . . . Receiver
Henry Harris, 446 Henry St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 18 Castle St . . . . . Master
Chas. A. Smith, 124 Central St . . . . Secretary
Geo. T. Craft, 45 Sabin St . . . . . Collector
T. E. Davidson, Junction Depot . . . . Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meets in Forresters' Hall alternate Mondays.
D. McDonnell, 1114 W 20th St . . . . . Master
R. H. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City . Collector
W. B. Roberts, 1641 Madison Ave . . . . Receiver
H. O. Draper, Station "A" . . . Magazine Agen

Digitized by Google

75. ENTERPRISE; Philadelphia, Pa.
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market Sts.
S. H. McFarland, 4059 Filbert St . . . . . Master
W. H. Guthrie, 676 N. 34th St . . . . . Secretary
Frank Dupell, 3021 Aspen St . . . . . Collector
W. H. Guthrie, 676 N. 34th St . . . . . Receiver
Frank Dupell, 3021 Aspen St . . Magazine Agent

76. NEW ERA; Breckenridge, Minn.
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian . . . . . Master
John C. Nolan, L. Box 235 . . . . . Secretary
W. C. Hall . . . . . Collector
C. S. Hurd . . . . . Receiver
Fred Whitbred, Box 84 . . . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St . . . . . Master
W. F. Brundage, 1216 Larimer St . . . . Secretary
Ed O. Penny, 2609 Lawrence St . . . . Collector
W. F. Brundage, 1216 Larimer St . . . . Receiver
J. F. Nally, 2724 Arapahoe St . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
T. C. Martin, 417 N. Seventh St . . . . . Master
H. D. Boullt, 1225 E. Sixth St . . . . . Secretary
N. W. Mitchell, 321 Randolph St . . . Collector
Henry Myers, 518 Engineers' St . . . . Receiver
John Holland, 906 E. 4th St . . . Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
John Hyndman . . . . . Master
Chas. E. Stone . . . . . Secretary
Chas. E. Stone . . . . . Collector
Eugene Downey, L. Box 71 . . . . . Receiver
J. A. Wells . . . . . Magazine Agent

80. SELF HELP; Aurora, Ill.
Meets over Nos. 26 and 28 Broadway, every 2d Sunday.
John S. Slick, 447 Main St . . . . . Master
W. B. Miller, 110 Main St . . . . . Secretary
W. B. Miller, 110 Main St . . . . . Collector
Frank G. Boomer, 261 South Ave . . . Receiver
Fred. E. Diamond, Tremont House . Mag. Agent

81. PINE CITY; Brainerd, Minn.
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Thomas Riley, Box 1692 . . . . . Master
Geo. Watts, Box 1045 . . . . . Secretary
Paul Braden, Box 1723 . . . . . Collector
John Cullen, Box 1749 . . . . . Receiver
F. B. Thomas, Box 1543 . . . . Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Morgan E. Miller, 1214 Western Ave . . . Master
W. E. Richmond, 820 N. Girard Ave . . Secretary
O. R. Craig, 129 N. Seventh St . . . . . Collector
W. E. Richmond, 820 N. Girard Ave . . Receiver
B. A. Bennett, 1112 Western Ave . . Mag. Agent

83. TRINITY; Fort Worth, Texas.
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . . . Master
M. E. Finnegan, L. Box 406 . . . . . Secretary
I. M. Dean, L. Box 406 . . . . . Collector
James Jay, Box 406 . . . . . Receiver
B. F. Page, L. Box 406 . . . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St . . . . . Master
W. Powell, 82 Bennett St . . . . . Secretary
Thos. P. Costello, 35 E. Hall St . . . . . Collector
E. C. Wilder, 50 Southern Ave . . . . . Receiver
Chas. M. Byrd, 34 Irving St . . . Magazine Agent

85. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 . . . . . Master
Geo. L. Sutherland, Box 962 . . . . . Secretary
W. W. Sturman, Box 825 . . . . . Collector
Rich. Roggeveen, L. Box 1026 . . . . . Receiver
J. T. Wantland, L. Box 1653 . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
F. E. Roffee, Box 136 . . . . . Master
S. N. Ware, L. Box 465 . . . . . Secretary
Sayer Hanson, Box 243 . . . . . Collector
Chas. J. Kleeman, L. Box 471 . . . . . Receiver
Henry C. Bernard . . . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . . . Master
J. Doherty . . . . . Secretary
G. C. Jordan . . . . . Collector
P. Naughton . . . . . Receiver
Wm. Ross . . . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
John O'Donnell . . . . . Master
Wm. Murray . . . . . Secretary
John O'Donnell . . . . . Collector
John Yount . . . . . Receiver
Jake Thinnes . . . . . Magazine Agent

89. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
C. H. Oliver . . . . . Master
Jesse Swaney . . . . . Secretary
Geo. English . . . . . Collector
C. H. Olliver . . . . . Receiver
Jesse Swaney . . . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.
Meets in Odd Fellows Hall 1st and 3d Sundays.
C. B. Lumsden, ... Master
C. D. Crighton, Box 645 . . . . . Secretary
E. W. Nesbet . . . . . Collector
G. A. March . . . . . Receiver
E. Ware Boyd, National City, Cal . . Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1855 Mission St . . . . . Master
Charles A. Crites, 203 Sixteenth St . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
T. D. Manhire, 2738 Sixteenth St . . Receiver
Thos. D. Manhire, 2738 16th St . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St . . . Secretary
Jas. Whalen, 290 W. 7th St . . . . . Collector
S. C. Forsyth, 166 W. Utica St . . . . Receiver
S. C. Forsyth, 166 W. Utica St . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St . . . . . Master
E. J. Concannon, 1007 Park St . . . . . Secretary
John Morgan, 1218 Reid St . . . . . Collector
John H. Carter, 507 Main St . . . . . Receiver
A. J. Ebersoll, 1218 Bank St . . . Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 . . . . . Master
Al. Hoffman, L. Box 218 . . . . . Secretary
F. M. Blaney, L. Box 218 . . . . . Collector
J. J. Lucey, L. Box 295 . . . . . Receiver
J. C. Clancy, L. Box 218 . . . . . Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St . . . . . Master
Geo. Pace, 269 W. Kinzie S t . . . . . Secretary
J. F. Cantlon, 142 Front St . . . . . Collector
E. W. Wallbaum, 224 Larrabee St . . . Receiver
Pat Grady, Lake Forest, Ill . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 . . . . . Master
Frank Ray, Box 695 . . . . . Secretary
S. Mehaffy, Box 695 . . . . . Collector
J. W. Chisholm, Box 695 . . . . . Receiver
John Leibtag, Box 695 . . . . . Magazine Agent

Digitized by Google

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 . . . . . Master
Geo. C. Morton, Box 72 . . . . . Secretary
J. A. Westerfield, Box 72 . . . . . Collector
Harry Davis, Box 72 . . . . . Receiver
H. H. Penfield, Box 72 . . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy . . . . . Master
A. S. Noble . . . . . Secretary
E. P. Hastings . . . . . Collector
D. F. Creswell . . . . . Receiver
F. R. Kramer . . . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 41 First Ave . . . . . Master
J. B. Ward, 74 Culver Park . . . . . Secretary
A. J. Pope, 495 E. Main St . . . . . Collector
Geo. Kingsley, 22 Upton Park . . . Receiver
Jas. A. Clark, 171 N. Union St . . . . Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke . . . . . Master
A. M. Freeman . . . . . Secretary
P. J. Burke . . . . . Collector
R. E. Hockersmith, Box 413 . . . . . Receiver
W. H. Hawkins . . . . . Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 . . . . . Master
J. H. Murphy, L. Box 523 . . . . . Secretary
J. W. Crouch, Box 288 . . . . . Collector
J. F. Bryan, L. Box 319 . . . . . Receiver
F. S. Templeton . . . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave . . . . . Master
W. L. Carss, 849 Thirteenth St . . . . . Secretary
John Loveless, 1203 Fillmore St. . . . . Collector
J. W. Combs, 1321 Buchanan St . . . . . Receiver
C. M. Krull, 618 E. Locust St., Des Moines, Iowa . . . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St . . . . . Master
J. J. Lawson, 1108 12th St . . . . . Secretary
Jas. O'Mally, 940 Magazine St . . . . Collector
J. J. Lawson, 1108 12th St . . . . . Receiver
Jas. O'Neil, 937 Sixth St . . . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Chrisinger, Box 76 . . . . . Master
M. J. Connelly . . . . . Secretary
Chas. Heimberger . . . . . Collector
J. E. Doran, Box 76 . . . . . Receiver
Chas. Heimberger . . . . . Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Ralph H. Lacey, 249 E. Berrian St . . . . Master
Charles McCutchen, 180 E. Main St . . Secretary
J. L. Nelson, 327 N. Seminary St . . . Collector
Fred W. Peterson, 16 W 3d St . . . . . Receiver
U. G. Westfall, 423 S. Academy St . . Mag. Agent

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays at 2 P. M , over Master Mechanic's Office.
Jas. B. Smith, 203 High St . . . . . Master
D. W. Mason, 438 High St . . . . . Secretary
J. E. Haynes, 235 High St . . . . . Collector
John P. Sandry, 162 High St . Receiver
Jay Haines, 181 High St . . . . Magazine Agent

107. ECLIPSE; Galion, Ohio.
Meets in Zimmerman's Hall every Thursday evening.
M. Dean . . . . . Master
Ed. W. Armor, Box 701 . . . . . Secretary
E. W. Armor, Box 701 . . . . . Co lector
J. A. Farnworth, Box 283 . . . . . Receiver
F. B. Row . . . . . Magazine Agent

108. PIONEER; Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
William Gordon, Box 20 . . . . . Master
Michael Hurley . . . . . Secretary
F. L. Hindle . . . . . Collector
J. C. McCabe, Box 8 . . . . . Receiver
C. A. Osterwald . . . . . Magazine Agent

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St . . . . Master
W. M. White, 944 Chouteau Ave . . . Secretary
O. L. Dearing, 1603 Washington ave . . Collector
J. L. Pate, 3034 Rutger St . . . . . Receiver
J. L. Pate, 3034 Rutger St . . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . . . Master
Zeno Kirk . . . . . Collector
Chas. F. Pillard, L. Box 236 . . . . . Receiver
L. R. Castner . . . . . Magazine Agent

111. BEACON; Mattoon, Ill.
Meets in K of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50 . . . . . Master
J. R. Wright, Box 931 . . . . . Secretary
O. C. Henry . . . . . Collector
C. J. Singleton, Box 50 . . . . . Receiver
Ben Newkirk . . . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild . . . . . Master
John C. Branham . . . . . Secretary
John C. Branham . . . . . Collector
E. F. Lynch . . . . . Receiver
Thos. F. Thickston . . . . . Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson . . . . . Master
Henry Lopas . . . . . Secretary
Geo. Van Doozer, Camas . . . . . Collector
Wm. H. Fach . . . . . Receiver
E. G. Leaf, Ogden, Utah . . . . Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
W. S. McGuire, Box 406 . . . . . Master
James N. Boggs . . . . . Secretary
Michael Welch . . . . . Collector
John Dunne . . . . . Receiver
. . . . . Magazine Agent

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts . . . Master
W. A. Kestler, Cor 26th and Winnie Sts., Care Texas Bottling Works . . . . Secretary
G. E. Labitt, So. 25th, bet. Church and Winnie Sts . . . . . Collector
John Tarpy, Cor. H and 38th Sts . . . . Receiver
Jas. O'Neil, Broadway, between 38th and 39th Sts . . . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Daniel Hartman, Box 62 . . . . . Master
Samuel Carson . . . . . Secretary
J. N. Timens, Box 3 . . . . . Collector
E. G. Hubbard, Box 127 . . . . . Receiver
W. Brown . . . . . Magazine Agent

Digitized by Google

117. BEAVER; London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St . . . . . Master
Edwin S. Chapman, 151 Clarence St . . Secretary
S. T. Fletcher, 221 Maitland St . . . . . Collector
John W. Cox, 358 Simcoe St . . . . . Receiver
D. W. Smyth, 197 Clarence St . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law . . . . . Master
T. R. Jackson . . . . . Secretary
G. A. Pearson . . . . . Collector
John Kelley . . . . . Receiver
F. Driuer . . . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougean, I. C. Ry. Station . . . . . Master
Wm. Carmichael, I. C. Ry. Station . . Secretary
James Fohy, I. C. Ry. Station . . . . . Collector
Wm. Carmichael, I. C. Ry. Station . . Receiver
L. D. Poulin, I. C. Ry. Station . Magazine Agent

120. FORTUNE; Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . . . Master
Simon Mangan, 196 Shomard St . . . . Secretary
L. G. Rousson, 20 Pioneer St . . . . . Collector
F. H. Livingston, 59 Jackson St . . . . Receiver
J. H. Shannon, 101 Southwest St, Magazine Agent

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
F. E. Potter . . . . . Master
Frank E. Hanmer . . . . . Secretary
George R. Quick . . . . . Collector
William H. Smith . . . . . Receiver
Frank Potter . . . . . Magazine Agent

122. H. B. STONE; Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 . . . . . Master
Henry Henson, Box 397 . . . . . Secretary
N. Hiltner, L. Box 49 . . . . . Collector
Albert Sanks . . . . . Receiver
E. S. Emmons . . . . . Magazine Agent

123. OVERLAND; Omaha, Neb.
Meets in K. of P. Hall, Corner 14th and Douglass Sts. every Wednesday at 8 P. M.
Albert Cole, 1618 Jackson St . . . . . Master
F. W. Perkins, 1606 Chicago St . . . . . Secretary
William Cummings, 1306 South 12th St, Collector
Albert Cole, 1618 Jackson St . . . . . Receiver
Jerry Fitzmorse, 1314 North California St . . . . . Magazine Agent

124. PILOT; Perry, Iowa.
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper . . . . . Master
T. F. Quinn, Box 585 . . . . . Secretary
D. Jackson, Box 71 . . . . . Collector
W. B. Howe, Box 153 . . . . . Receiver
M. Grady . . . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speers, 605 S. Third St . . . . . Master
F. G. Stewart, 211 S. Third St . . . . . Secretary
H. C. Boggie, East Linn St . . . . . Collector
Miles Kelleher, 302 S. First St . . . . . Receiver
J. H. Crellin . . . . . Magazine Agent

126. COMET; Austin, Minn.
Meets 2d and 4th Sundays of each month in Hays' Hall.
P. F. McNamera . . . . . Master
O. C. Cornforth . . . . . Secretary
August Olson . . . . . Collector
O. C. Cornforth . . . . . Receiver
August Olson . . . . . Magazine Agent

127. NORTHERN LIGHT; Winnepeg, Manitoba.
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St . . . . . Master
W. H. Woods, 14 Patrick St . . . . . Secretary
W. H. Woods, 14 Patrick St . . . . . Collector
J. G. Jonah, 226 McWilliams St . . . . Receiver
W. H. Woods, 14 Patrick St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.
Meets in Coleman's Hall 1st and 3d Sundays.
Arthur Todd . . . . . Master
Daniel Sinclair, Box 55 . . . . . Secretary
James McKenzie, Box 55 . . . . . Collector
Samuel E. Burns, Box 55 . . . . . Receiver
Thomas J. Pollard, Box 55 . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.
Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 422 . . . . . Master
Thos. Faulkes, Box 126 . . . . . Secretary
M. A. Harring, Box 525 . . . . . Collector
J. S. Rogers, Box 622 . . . . . Receiver
R. E. Gorham, Box 422 . . . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliffe, 560 Pierce street . . . . . Master
Peter F. Fox, 335 Barclay St . . . . . Secretary
Jas. H. Brady, 321 Clinton St . . . . . Collector
Thomas Dwyer, 335 Jackson St . . . . . Receiver
Frank E. Search, 436 Barclay St . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
F. Cosgrove . . . . . Master
Wm. McMulkin . . . . . Secretary
Wm. D. Goltz . . . . . Collector
C. Archibald, Box 492 . . . . . Receiver
Geo. Hammond . . . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.
W. J. Coleman, Box 7 . . . . . Master
M. F. Murphy, Box 100 . . . . . Secretary
Geo. Coleman . . . . . Collector
Anthony Hagen . . . . . Receiver
Lawrence Kelly, Box 302 . . . . Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery . . . . . Master
W. G. Houghton, Box 10 . . . . . Secretary
J. Haller, Box 47 . . . . . Collector
Arthur Herider . . . . . Receiver
A. Herder . . . . . Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson . . . . . Master
H. E. Cowan . . . . . Secretary
M. I. Spaulding . . . . . Collector
E. W. Gibson . . . . . Receiver
Louis Lepine . . . . . Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
E. A. Seegar, Box 184 . . . . . Master
R. F. Lange, Box 184 . . . . . Secretary
C. D. Smith, Box 184 . . . . . Collector
R. F. Lange, Box 184 . . . . . Receiver
F. Fitch, L. Box 184 . . . . . Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
George Pratt, Box 166 . . . . . Master
Wm. Rodgers . . . . . Secretary
Joseph Kelcher . . . . . Collector
John Jeffries . . . . . Receiver
J. Jefferies . . . . . Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. C. Allen . . . . . Master
J. T. Hull, Box 196 . . . . . Secretary
Geo. W. Trott . . . . . Collector
A. Shunterman . . . . . Receiver
Geo. Weygandt . . . . . Magazine Agent

Digitized by Google

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
James A. Flack . . . . . Master
Sam Shaunnessy, 16 Crocker St . . . . Secretary
John Guhin, Box 1597 . . . . . Collector
Sam Shaunnessy, 16 Crocker St . . . Receiver
Wm. A. Brubaker . . . . . Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
Wm. Allen, Box 31 . . . . . Master
George Landes, Box 31 . . . . . Secretary
L. J. Whyers, Box 81 . . . . . Collector
J. J. Norton, Box 31 . . . . . Receiver
L. H. Whyers, Box 31 . . . . . Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Fraternity Hall.
A. K. Brown, Box 599 . . . . . Master
L. W. Jones, Box 122 . . . . . Secretary
G. E. Baldwin, Box 599 . . . . . Collector
S. D. Alger, Box 599 . . . . . Receiver
E. F. Zimmerman, Box 39 . . . Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets in Grand Army Hall every Wednesday at 7:30 P. M.
A. J. Kohler, 34 Allen St . . . . . Master
H. L. Westerman, 20 W. Lewis St . . . Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St . . . . . Collector
W. R. Fredricks, 415 Lafayette St . . . Receiver
M. H. Durnell, 20 Duryea St . . Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rapparlie, cor Collinwood Ave and Vance St . . . . . Master
G. W. Nesper, 420 Broadway . . . . . Secretary
L. H. Heeman, 130 Segure Ave . . . . Collector
G. W. Nesper, 420 Broadway . . . . . Receiver
J. L. Allen, 110 Jarvis St . . . . Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W . . . Master
J.W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St . . . . . Collector
F. B. Hall, West Oakland P. O. . . . . Reciever
R. H. Potts, 1793 Seventh St. . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I.C. R. Depot.
John Devereaux . . . . . Master
Edward Kean . . . . . Secretary
Geo. H. Gorham . . . . . Collector
Wm. Bastin . . . . . Receiver
Geo. H. Gorham . . . . . Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
L. H. Marshall 329 Austin St . . . . . Master
Robt. Nicholson, 818 Ave. D . . . . . Secretary
H. S. Lynch, 1218 Ave. D . . . . . Collector
H. M. Brown, 818 Ave. D . . . . . Receiver
J. D. Pereira, 1613 W. Commerce St., Mag. Agent

146. BAYOU CITY; Houston, Texas.
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
S. N. Garvey, 54 Sems St . . . . . Master
F. M. Bettis, 5 Murray St . . . . . Collector
Fred Keeler, A. P. R. R. Shops . . . . . Receiver
F. N. Garvey, 54 Sems St . . . . Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 3:30 P. M.
Jas. W. Cassell . . . . . Master
Jas. Welsh, Box 105 . . . . . Secretary
Thos. H. Boyd . . . . . Collector
James Conney . . . . . Receiver
Robert Robinson . . . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 . . . . . Master
M. Hogan, Box 1342 . . . . . Secretary
R. T. Suker, Box 1342 . . . . . Collector
J. McGough, Box 1342 . . . . . Receiver
M. L. Way, Box 1342 . . . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
F. C. Donigan, 2462 Eighth Ave . . . . . Master
P. A. Donahue, 311 W. 55th St . . . . Secretary
Sam. Loasby, 2507 Eighth Ave . . . . . Collector
P. Witzel, 400 E. 121st St . . . . . Receiver
P. Witzel, 400 E. 121st St . . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, L. Box 217, L. I. Mich . . . . Master
Arthur Bishop, Marquette, L. S., Mich . Secretary
Fred Brown, Marquette, L. S., Mich . Collector
Chas Zryd, Marquette, L. S., Mich . . . Receiver
Chas. Zryd, Marquette, L. S., Mich . Mag. Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry . . . . . Master
W. F. Baines, 120 Queen St . . . . . Secretary
James Painter, 12 Crook St . . . . . Collector
Wm. Broughton, 18 Inchburry St. So . . Receiver
Wm. Broughton, 18 Inchburry St. So Magazine Agent

152. NORTH POLE; West Bay City, Mich.
Meets in Odd Fellow's Hall 1st and 3d Sundays.
E. L. Jacoby, Box 605 . . . . . Master
Fred C. McDonald, Box 662 . . . . . Secretary
John Mainex, Box 902 . . . . . Collector
Fred W. Cooper . . . . . Receiver
Fred C. McDonald, Box 662 . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
G. K. Bates, 123 N. Barbee St . . . . . Master
A. Barr, Cottage House . . . . . Secretary
A. Kelsey, 20 Little St . . . . . Collector
John Haggart . . . . . Receiver
D. W. Dungan, Box 1522 . . . . . Mag. Agent

154. McKEEN; Ottawa, Kansas.
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M
W. L. Miller, Box 432 . . . . . Master
A. L. Beardsley, 810 King St . . . . . Secretary
W. R. Knickerbocker . . . . . Collector
Arthur Hill . . . . . Receiver
W. D. Frisby . . . . . Mag. Agent

155. TEXAS BELLE; Greenville, Texas.
Meets every Friday at 7:30 P. M.
. . . . . Master
E. H. Sims, L Box 164 . . . . . Secretary
W. E. Scott . . . . . Collector
L. Ryan, L Box 92 . . . . . Receiver
W. E. Scott . . . . . Magazine Agent.

156. NECHES; Palestine, Texas.
Meets in Engineers' Hall every Saturday night.
M. P. Gibson, Box 256 . . . . . Master
J. H. Colemar, Box 256 . . . . . Secretary
L. T. Branham, Box 256 . . . . . Collector
R. F. Wright, Box 256 . . . . . Receiver
B. S. Bently, Box 256 . . . . . Magazine Agent

157. ECHO; Peru, Ind.
Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty . . . . . Master
John Malin, Jr . . . . . Secretary
F. A. Mills . . . . . Collector
B. E Flaherty . . . . . Receiver
G. N. Smith . . . . . Magazine Agent

158. STANDARD; Detroit, Mich.
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Tim. Teahen, 417 Clinton St . . . . . Master
J. Nopper, 217 Crogan st., ... Secretary
E. Heidenrich, 124 Hastings St . . . . Collector
J. Nopper, 217 Crogan St. . . . . Receiver
A. Edmiston, 258 Lafayette St . Magazine Agent

Digitized by Google

159. W. H. THOMAS; Nashville, Tenn.
Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
G. B. Fry, 124 Stevenson Ave . . . . . Master
J. F. Dutlinger, 616 S. Cherry St . . . Secretary
T. J. Fitzgerald, N. & C. Round House . Collector
F. G. Harrison, 55 Stevens Ave . . . . . Receiver
W. D. Bledsoe, 11 Joseph Ave . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.
Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
Morris Hoffman, 305 Olive St . . . . . Master
Edgar G. Hitch, 931 Canal St . . . Secretary
Robert T. Skinner, 519 Harriet st. . . Collector
John K. Taylor, 109 Lincoln Ave . . . . Receiver
Jerry Burke, 606 S. 8th st., Terrellaute, Mag. Agent

161. HERALD; Burlington, Iowa.
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
L. E. Humpton, 916 Wells St . . . . . Master
Chas. E. Turner, 413 South Main St . . Secretary
B. Coughlin, 413 Maple St . . . . . Collector
S. W. Bowser, Round House . . . . . Receiver
P. Murphy, C. B. & Q. R. R. . . Magazine Agent

162. PROSPECT; Elkhart, Ind.
Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth St . . . . . Master
Fred Schuler, 903 Marion St . . . . . Secretary
D. F. Wagner, 208 Fourth St . . . . . Collector
A. H. Gordon, 208 Beardsley Ave . . . Receiver
J. G. Page, Box 617 . . . . . Magazine Agent

163. ÆTNA; Pine Bluff, Ark.
Meets every Friday at 7 P. M., at Masonic Hall.
Tim Carder . . . . . Master
A. J. Englehart . . . . . Secretary
D. Hope, Box 56 . . . . . Collector
D. B. Rathfon, Box 56 . . . . . Receiver
Henry Peelle . . . . . Magazine Agent

164. EEL RIVER; Butler, Ind.
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Mosshammer . . . . . Master
F. N. Stewart . . . . . Secretary
R. H. Murch . . . . . Collector
J. J. Derck, Box 202 . . . . . Receiver
S. Mosshammer . . . . . Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.
Meets in Firemen's Hall every Monday at 7 P. M.
W. H. Dailey . . . . . Master
G. W. Adams . . . . . Secretary
Geo. B. Richardson . . . . . Collector
A. J. Broughton . . . . . Receiver
Ed McClure . . . . . Magazine Agent

166. WM. HUGO; Huntington, Ind.
Meets in Engineer's Hall every Wednesday evening.
W. G. Cox . . . . . Master
F. Zeppenfield, Box 523 . . . . . Secretary
C. W. Hammond . . . . . Collecter
C. C. Robertson, Box 844 . . . . . Receiver
P. F. Markley . . . . . Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore . . . . . Master
Wm. Birkett, Box 242 . . . . . Secretary
G. A. Ferguson, L. Box 332 . . . . . Collector
Jno. Belat . . . . . Receiver
G. A. Ferguson, L. Box 332 . . . Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st . . . . . Master
John Conway, 528 Avon St . . . . . Secretary
J. P. Rolleston, Portage City . . . . . Collector
Thomas Cawley, 522 Mill st . . . . . Receiver
J. J. Brown, 311 Rose st . . . . . Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham 31 S. Divison St . . . . . Master
W. N. Keily, 17 Oak St . . . . . Secretary
H. S. Hynes, 45 Hill St . . . . . Collector
A. H. Spencer, 18 Elm St . . . . . Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
T. Walter Bandy . . . . . Master
Geo. E. Coon, Box 909 . . . . . Secretary
L. L. Neibling, Box 784 . . . . . Collector
Jos. C. Graff, Box 168 . . . . . Receiver
W. A. Brown . . . . . Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 . . . . . Master
T. W. Hennessey . . . . . Secretary
Thos. Fitzgerald . . . . . Collector
F. M. White, Box 606 . . . . . Receiver
Thos. Hennessey . . . . . Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays.
T. W. Turner, 544 Wellington St . . . . . Master
J. G. Armstrong, Richmond Lodge . . Secretary
Starr Stewart, 544 Wellington St . . . . Collector
T. W. Turner, 544 Wellington St . . . . Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets every Sunday at 7:30 P. M. in B. of L. F. Hall.
H. Heide . . . . . Master
Chas. McCauley . . . . . Secretary
John C. Bull . . . . . Collector
C. F. Evans, Albuquerque, N. Mex . . Receiver
R. C. Brockie . . . . . Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meets Cor. Third and Cumberland Sts, over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road . . . . . Master
Harvey O. Motter, 433 Kelker St . . . . Secretary
H. J. Roberts, 503 Riley St . . . . . Collector
Rush Graham, 1320 Margaretta st . . . . Receiver
Wm. H. Morne. 1703 Penn. ave. . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets in Donovan's Hall every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st . . . . . Master
John Adkins, Box C . . . . . Secretary
W. R. Stone, Box C . . . . . Collector
John Adkins, Box C . . . . . Receiver
W. R. Stone, Box C . . . . . Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 . . . . . Master
C. H. Porter, Box 41 . . . . . Secretary
C. H. Porter, Box 41 . . . . . Collector
W. F. Gorman, Box 295 . . . . . Receiver
C. H. Porter, Box 41 . . . . . Magazine Agent

177. SUNSET; Marshall, Texas.
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 . . . . . Master
J. R. Phillips, Box 184 . . . . . Secretary
H. M. Worthington, Box 214 . . . . . Collector
Jas. Fink . . . . . Receiver
H. M. Worthington, Box 214 . . Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets in Emporium Hall Tuesdays, at 8 P. M.
Wm. Burrows, 840 W South Temple St . Master
W. J. Horne, 160 Third W. St . . . Secretary
Henry Junkeman, 556 Third South St.. . Collector
Geo. M. Edwards, Box 586 . . . . . Receiver
Wm. Burrows, 840 West South Temple st . . . . . Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 . . . . . Master
J. E. Gardiner, 13th st. bet. V. & W. st . Secretary
Geo. Hinkle, Box 430 . . . . . Collector
J. K. Robinson, 730 N. 10th st . . . . . Receiver
O. M. Freese, 13st., bet. V and W, Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St . . . Master
M. S. Egan . . . . . Secretary
M. J. Kiley, C. V. & C. R. R . . . . . Collector
A. J. Jaeckel . . . . . Receiver
J. C. O'Connell . . . . . Magazine Agent

Digitized by Google

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley . . . . . Master
Alex. Hobson . . . . . Secretary
Thomas H. Cosford . . . . . Collector
James Nicholson . . . . . Receiver
Alex. Dunbar . . . . . Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St . . . . . Master
A. H. Gifford, 350 W 17th St . . . . . Secretary
Geo. W. Miller, 137 W. 19th st . . . . . Collector
Thos. F. Judge, 18 Hickory st . . . . . Receiver
Chas Fitzmorris, Sharpsville, Mercer Co. Pa . . . . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 . . . . . Master
S. A. Holman, Box 32 . . . . . Secretary
E. B. Hall, Box 250 . . . . . Collector
H. I. Miller, Box 154 . . . . . Receiver
S. A. Holman, Box 32 . . . . . Magazine Agent

184. LIMA; Lima, Ohio.
Meet 2d and 4th Sundays at 1:30 P. M. in Irish Block.
Joe Bowsher, Box 777 . . . . . Master
W. J. Dunn . . . . . Secretary
Joe Bowsher, Box 777 . . . . . Collector
B. Meyers, Box 358 . . . . . Receiver
Wesley Kerchine . . . . . Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets in Beyer's Hall every Sunday at 2 P. M.
A. E. Roebuck, Box 311 . . . . . Master
J. F. Hallsey, Box 311 . . . . . Secretary
B. Cramer . . . . . Collector
A. J. Hogarth, Box 311 . . . . . Receiver
J. B. Grove, Box 143, Delphos, O . Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays of each month.
G. W. Blackburn, 356 Forty-third St . . . Master
Henry Heringer, 432 Root St . . . . . Secretary
J. E. Callaghan. 2538 Butterfield St . . Collector
Wm. Stack, 3828 Shields ave . . . . . Receiver
Wm. A. Paul, 356 43d st . . . . . Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets in Firemen's Hall 1st and 3d Sundays.
Louis H. Linn, Box 402 . . . . . Master
Louis H. Linn, Box 402 . . . . . Secretary
Harry Douglass . . . . . Collector
J. F. McDougal . . . . . Receiver
Morgan Callahan . . . . . Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
F. F. Hutchison, 50 Artesian ave . . . . Master
E. P. Tobias, 27 N. Oakley st . . . . . Secretary
Geo. P. Smith, 42 Artesian ave . . . . Collector
H. Price, 1019 A. Fulton st . . . . . Receiver
L. L. Gay, 1069 Fulton st . . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets every Sunday in Nau's Block, Green Bay,
Chas. Sharkey, Green Bay, Wis . . . . . Master
H. C. Bennett . . . . . Secretary
H. J. Brady . . . . . Collector
Phillip H. Deguire . . . . . Receiver
J F. O'Conner, Box 449 . . . . Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 . . . . . Master
Charles Woodman . . . . . Secretary
Edward Smith, Sanborn, Iowa . . . . Collector
Emmet Wentworth, Sanborn, Iowa . Receiver
Edward Smith, Sanborn. Iowa . Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
P. Sorenson, L. Box 16 . . . . . Master
J. S. Foley, L. Box 16 . . . . . Secretary
Ed Andrews, L. Box 16 . . . . . Collector
H. K. Mayhew, Box 90 . . . . . Receiver
Wm. F. Koontz . . . . . Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon . . . . . Master
F. M. Sisson . . . . . Secretary
. . . . . Collector
J. M. Moss . . . . . Receiver
J. M. Hughes . . . . . Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon . . . . Master
H. W. Hall, Box 287, East Portland, Oregon . . . . . Secretary
D. J. Byrne, Box 287 East Portland, Oregon . . . . . Collector
H. W. Hall, Box 287, East Portland, Oregon . . . . . Receiver
J. R. Clark, E. Portland, Ore . . Magazine Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 . . . . . Master
E. L. Hollister, Box 241 . . . . . Secretary
Milton Cheney . . . . . Collector
H. W. Smith . . . . . Receiver
J. J Dowling, Heron Montana . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets in K. of L. Hall Fridays, at 7:30 P. M.
Alex. Beckman . . . . . Master
J. E. Toner . . . . . Secretary
Ed. Purtell . . . . . Collector
Max. Schultz . . . . . Receiver
Peter Layng . . . . . Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets at 514 Harrison Ave., every Tuesday.
Wm. Braden, 204 W. 5th St . . . . . Master
S. W. Burdick, Box 330 . . . . . Secretary
W. S. Amberson, Box 330 . . . . . Collector
Peter O'Neil, Box 330 . . . . . Receiver
George Moore, Box 330 . . . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 . . . . . Master
Ira Hurless, Box 79 . . . . . Secretary
Hiram Hicks, Box 79 . . . . . Collector
W. K. Lord, Box 147 . . . . . Receiver
Otto Christenson . . . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sundays.
T. H. Sheppard . . . . . Master
F. P. Mitchell, Box 95 . . . . . Secretary
R. A. Crane . . . . . Collector
E. E. Bishop, Box 765 . . . . . Receiver
E. E. Bishop, Box 765 . . . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
John Reynolds, Emily St . . . . . Master
J. B. Mawby . . . . . Secretary
J. B. Mawby . . . . . Collector
Chas. Stanfield, 308 North Watt St . . Receiver
John Straus, Mahoning Ave . . Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. R. Curry, Box 210 . . . . . Master
Jas. Rasberry . . . . . Secretary
Jerry Finn . . . . . Collector
Wm. Fulcher, Box 210 . . . . . Receiver
M. K. Curry, Box 210 . . . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each month in K. of P. Hall
D. W. Shea . . . . . Master
J. L. Jones . . . . . Secretary
Tim Coughlin . . . . . Collector
J. L. Jones . . . . . Receiver
J. D. Bledsoe . . . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets in Clough's Hall 1st Sundays at 2 30 P. M., and 3d Mondays at 7 P. M
Simet A. Barker, Box 1231 . . . . . Master
Frank H. Gordon, Box 1231 . . . . . Secretary
Albert Maunsell, Box 1231 . . . . . Collector
Frank Willis, Box 1231 . . . . . Receiver
A. E. Maunsell, Box 1231 . . . . Magazine Agent

Digitized by Google

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 . . . . . Master
W. K. George . . . . . Secretary
M. W. Smith . . . . . Collector
Frank Whiteman, Box 26 . . . . . Receiver
F. Wheterman, Box 26 . . . . . Magazine Agent

204. COTTON BELT; Jonesboro, Ark.
Meets at Stacy Hall, every Monday at 7 P. M.
C. King . . . . . Master
L. D. Roberts, L. Box 165 . . . . . Secretary
A. Kane . . . . . Collector
G. W. Humpherys . . . . . Receiver

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
George Atherton, 228 Kline St . . . . . Master
Chas. A. Marsh, 718 Handcock st . . . . Secretary
Chas. Riddle, 127 Adams st . . . . . Collector
J. R. Musselman, 620 Branner St . . . Receiver
Charles Marsh, 218 Hancock St . Magazine Agent

206. ORANGE BLOSSOM; Jacksonville, Fla.
L. O. Thompkins, 511 Bridge St . . . . . Master
C. H. G. Lee, Fernandina, Fla . . . . . Secretary
M. D. Adams . . . . . Collector
C. H. G. Lee, Fernandina, Fla . . . . . Receiver
Chas. Meyer, 216 West Bay St . Magazine Agent

207. LOYAL; Meadville, Pa.
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
T. S. Taylor . . . . . Master
A. K. McFarland . . . . . Secretary
George Kebert . . . . . Collector
Alphonso Minium . . . . . Receiver
T. S. Taylor . . . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
Charles A. Allen . . . . . Master
Chas. H. Wood . . . . . Secretary
J. J. Buckley . . . . . Collector
Daniel Creegan . . . . . Receiver
Charles A. Allen . . . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
W. R. Combs . . . . . Master
D. H. LaCrosse, Box 366 . . . . . Secretary
H. W. Collins, Box 274 . . . . . Collector
Thos. Dorcal . . . . . Receiver
W. C. Holloway . . . . . Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets every other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 . . . . . Master
Charles R. Weeks, Box 497 . . . . . Secretary
Homer Eygnar, Box 616 . . . . . Collector
Timothy Smith, Box 497 . . . . . Receiver
John W. Vrooman Box 497 . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
Weston S. Fritchman, 113 Coal st . . . . Master
W. H. McCormick, 425 Delaware St . . Secretary
J. R. Morris, Wilkes Barre St., near Cor. Lehigh St . . . . . Collector
A. J. Mickley, 725 Berwick St . . . . . Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts . . . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St . . . . . Master
H. A. French, 4 Cedar St . . . . . Secretary
H. A. French, 4 Cedar St . . . . . Collector
T. H. Lynch, 101 Factory St . . . . . Receiver
T. H. Lynch, 101 Factory St . . . Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block . .
M. J. Melroy . . . . . Master
James Zollner . . . . . Secretary
Wm. Weller . . . . . Collector
B. Flansburg . . . . . Receiver
J. Zoellner . . . . . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
S. S. Small, 20 Oliver St . . . . . Master
John Garrick, 1091 Oak St . . . . . Secretary
R. L. Carnan, 739 Forrest St . . . . . Collector
J. N. Jones, 1100 Barclay St . . . . . Receiver
J. H. Hiler, 1731, Maryland Ave. . Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
W. R. Taber, 222 Fourth St . . . . . Master
J. W. Reed, 92 Second St . . . . . Secretary
C. P. Lowell, 60 Second St . . . . . Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y . . . . . Receiver
C. P. Lowell, 60 Second St . . . Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St . . . . . Master
Oliver A. Pope, F. R. R. Engine House, Charleston, Mass . . . . . Secretary
H. W. Cushing, 72 Day St . . . . . Collector
Geo. W. Alden, 94 Mt. Vernon st . . . Receiver
Harry C. Cleveland, 20 Cross St . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets in K. of P. Hall on 2d and 4th Sunday afternoons.
W. K. Larr, Box 242 . . . . . Master
Elmer P. Collins . . . . . Secretary
G. L. Cook . . . . . Collector
W. S. Cook . . . . . Receiver
A. Cook . . . . . Magazine Agent

218. GOLDEN BANNER; Central, Va.
Meet 1st and 3d Sundays at 1:30 P. M., in Belle Heath Academy.
J. L. Weller . . . . . Master
C. W. Lord, Lovely Mount, Montgomery Co. . . . . Secretary
A. B. Hoilman, Lovely Mount, Montgomery Co . . . . . Collector
E. J. Yingling, Lovely Mount, Montgomery Co . . . . . Receiver
Alex. Powell, Lovely Mount, Montgomery Co. . . . . Mag. Agent

219. SMOKY CITY; Allegheny, Pa.
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
E. D. Cawley, 225, Washington Ave . . . Master
C. Peterson, Cor. Bidwell & Penn. Ave., Secretary
Ed. F. McCarty, 2 Refuge St . . . . . Collector
John T. Sweeney, 189 Adams st . . . . . Receiver
Henry Gray, 185 Pennsylvania Ave., ... Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy . . . . . Master
C. A. Richards . . . . . Secretary
A. C. Mitchell . . . . . Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa . . . . . Receiver
Harvey Buck . . . . . Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
John McMillan, Jr., Box 73 . . . . . Master
E. J. Everett, Box A . . . . . Secretary
F. J. Burgess . . . . . Collector
W. K. Forbes . . . . . Receiver
M. Wright . . . . . Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 738 . . . . . Master
O. G. Anderson, Box 49 . . . . . Secretary
Frank B. Rugg . . . . . Collector
Chas. C. Olney . . . . . Receiver
Frank B. Ruggs . . . . . Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 299 E. Main St . . . . . Master
Frank Brandt, 227 E. Main St . . . . . Secretary
S. W. Malick, 199 E. Main St . . . . . Collector
John Cavins, 47 Drake St . . . . . Receiver
C. W. Harris, 47 Drake St . . . . Magazine Agent

Digitized by Google

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting . . . . . Master
A. Vogel, Box 367 . . . . . Secretary
John Mournan . . . . . Collector
A. Vogel, Box 367 . . . . . Receiver
James Rainsburg . . . . . Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets every Monday night in Smith's Hall.
Burton Wheatley . . . . . Master
W. H. Wadland . . . . . Secretary
Con Goulding . . . . . Collector
Will Blannerhassett . . . . . Receiver
T. L. Drummond . . . . . Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Wednesdays at 8 P. M
L. C. Overhiser . . . . . Master
W. M. Nicol, L. Box 230 . . . . . Secretary
J. Barry . . . . . Collector
W. M. Nicol, L. Box 230 . . . . . Receiver
J. H. Dunkin . . . . . Magazine Agent

227. MAGNET; Binghampton, N. Y.
Meets at Stevens' Hall, North Chenango St., 1st and 3d Sundays at 2 P. M.
J. W. Spence, 33 Eldridge St . . . . . Master
G. B. Warner, 22 Robertson St . . . . . Secretary
W. A. Wrigley, 23 Doubleday St . . Collector
Theodore Haskins, 30 Virgil St . . . Receiver
G. B. Warner, 80 Lewis St . . . Magazine Agent

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave . . . . . Master
J. E. Thayer, 115 Penn Ave . . . . . Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park . . . . . Collector
Judson Bayly, 514 E. Market St . . . . Receiver
Emerson Wint, 1533 Mylert Ave . Magazine Agent

229. RICKARD; Utica, N. Y.
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st . . . . . Master
F. E. Beach, 262 Bleecker st . . . . . Secretary
J. J. Quirk, 158 Catharine st . . . . . Collector
A. E. Pease, 76 Main st . . . . . Receiver
Joseph Bromley, 94 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St . . . . . Master
Geo M. Jeffers, 36 Ontario St . . . . . Secretary
Geo. W. Gilkerson, Livingston Ave. above Ontario St . . . . . Collector
Geo. M. Jeffers, 36 Ontario St . . . . . Receiver
Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
. . . . . Master
W. C. Lytle, 1009 Lombard st . . . . . Secretary
E. Nugent, 905 Elm St . . . . . Collector
F. D. Mount, 419 E. 2d St., Wilmington, Del. . . . . Receiver
E. North, 217 Pine St . . . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall
T. H. Smith, Box 141 . . . . . Master
W. H. Tuthback, Box 141 . . . . . Secretary
Sherman Gildersleeve, Box 141 . . . Collector
H. McEwen, Box 965 . . . . . Receiver
H. B. Weeden, Drawer 101, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday evening and 3d Sunday afternoon in Hose House No. 2, St. George St.
Frank Probert . . . . . Master
Kenneth Campbell, Box 286 . . . . Secretary
Wm. C. Hunter, Boz 286 . . . . . Collector
R. H. Coggan, Box 81 . . . . . Receiver
J. Stewart Jr . . . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher . . . . . Master
W. J. Thurlow, 119 Main St . . . . . Secretary
W. H. Allendale . . . . . Collector
H. G. Reid . . . . . Receiver
John Beattie . . . . . Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St . . . . . Master
P. S. Williams, 2903 Penn Ave . . . Secretary
W. J. Adams, Arch St. above 28th . . . Collector
J. W. Walker, 2552 Penn Ave . . . . . Receiver
R. O. Ferrin, 2903 Penn ave . . . Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
W. A. Callahan . . . . . Master
O. E. Madison . . . . . Secretary
J. P. Steele . . . . . Collector
J. R. Nutty . . . . . Receiver
J. Grether, Box 118 . . . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d, Sundays, in Tilton's Hall.
F. D. Glenn, Central Park, Ill . . . . . Master
M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
Thaddeus Chew . . . . . Receiver
W. F. Hartman . . . . . Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. B. Drullard, Box 616 . . . . . Master
B. F. Smith, Box 616 . . . . . Secretary
. . . . . Collector
H. C. Kehlman, 1134 Jefferson St . . . Receiver
Henry Kortz . . . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
F. L. Volk, Box 782 . . . . . Master
J. J. Quinlan, Box 405 . . . . . Secretary
J. J. Jennings . . . . . Collector
Jas. B. Healy . . . . . Receiver
James Quinlan, Box 405 . . . . Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Monday at 7:30 P. M.
Jas. F. Eaton, 312 Blackstone St . . . . . Master
J. H. Bentley, 116 Cortland St . . Secretary
M. A. Henry, 327 Quarry St . . . . . Collector
D. Green, 211 Orange St . . . . . Receiver
George Holden, 205 Beech st . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
John Gleam, Box 300 . . . . . Master
P. C. Hazerty, Box 300 . . . . . Secretary
John McCall, Box 300 . . . . . Collector
Andrew Krapf, Box 300 . . . . . Receiver
John J. Pickering, Box 300 . . . Magazine Agent

242. WHEATON; Elmira, N. Y.
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
Wm. M. Bacon, 363 Fulton St . . . . . Master
Chas. Barker, 916 College Ave . . . . Secretary
John B. Carpenter, 714 East Oak St . . Collector
J. H. Bartholomew, 108 Ferris St . . . Receiver
Elmer W. Brown, Blyly House, Magazine Agent

243. J. H. SELBY; Texarkana, Texas.
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark . . . . . Master
S. A. Oliver . . . . . Secretary
J. M. Painter, Bonham, Tex. . . . . Collector
E. H. Christman Glass Box 362, Texarkana, Ark . . . . . Receiver
Ed. Harvey . . . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.
Meets 1st Sunday at 8 P. M. and 2d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
C. Naylor, 97 Stewart Ave . . . . . Master
Jas. J. Deegnan, 298 E. 22d St . . . . . Secretary
Wm. Baxter, 057 W. 13 Place . . . . . Collector
N. E. Nare, 19 O'Brien St . . . . . Receiver
J. B. Thompson, 98 W 14th St . . Magazine Agent

Digitized by Google

245. GEORGIA; Savannah, Ga.
Meet every Thursday at 7:30 P. M., in I. O. R. M. Hall, Cor. Ball & Bay Sts
Douglas Grigor, 196 Liberty St . . . . . Master
Adam Hutton, 117½ Barnard St . . . . . Secretary
J. J. Bannon, Cor. Wilson and Sims Sts . Collector
Fleming Goolsby, 212½ Harris St . . . Receiver
Isaac R. Stelts, 13 Stewart St . . Magazine Agent

246. MACON; Macon, Ga.
Meets at M. & W. depot every Sunday.
W. M. Walker, 1325 Fourth St . . . . . Master
N. S. Outlaw, cor. Pine and 6th Sts . . . Secretary
James Boatwright, 454 Oak St . . . . . Collector
F. M. Vining . . . . . Receiver
J. I. Davidson, L. Box 482, Vicksburg, Miss . . . . . Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
Fred Carlisle, 310 Rawson St . . . . . Master
Geo. A. Fechter, 816 Rawson St . . . Secretary
S. N. Pitchford, 58 Smith St . . . . . Collector
John M. Baird, 194 Powers St . . . . . Receiver
H. F. Waters, 316 Rawson St . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays at 1;30 P. M., in G.A.R. Hall.
C. A. Mahan, Box 767 . . . . . Master
J. S. Brown, Box 704 . . . . . Secretary
W. Galliford . . . . . Collector
H. L. Adams, Box 537 . . . . . Receiver
Chas. Weisell, Box 530 . . . . . Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
John Broderick, So. Chicago . . . . . Master
Hugo Logan Judd, Cook County, Ill.. Secretary
John Broderick, So. Chicago . . . . . Collector
O. O. Onsley, So. Chicago . . . . . Receiver
. . . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
Wm. Hayes . . . . . Master
W. C. Daugherty . . . . . Secretary
C. H. Laman, Kingston, Pa. . . . . Collector
C. Vanwhy, Ashley, Pa. . . . . Receiver
B. O. Roberts, Ashley, Pa . . . . Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk . Master
John McAllister, Box 275 . . . . . Secretary
L. H. Yetter, Box 275 . . . . . Collector
C. Roberts, Box 275 . . . . . Receiver
Chas Hine . . . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle . . . . . Master
Frank Stocker . . . . . Secretary
Geo. W. Ewing . . . . . Collector
Martin M. Hinkle . . . . . Receiver
Frank Stocker . . . . . Magazine Agen

253. TRENTON; Trenton, N. J.
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. . . . . Master
Robert Stackhouse, 697 Broad St. . . . Secretary
Thos. H. Decator. 45 Hart Ave . . . . . Collector
Frank P. Parsons, 18 Sandford St . . . Receiver
Wm. C. Massey, 157 Passaic St. . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts . . . . . Master
C. T. Crippen . . . . . Secretary
P. J. Farrell . . . . . Collector
J. P. Hoff . . . . . Receiver
Thomas Sheean, Box 25 . . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 . . . . . Master
I. W. Jackson, Box 95 . . . . . Secretary
Jas. Durden, L. Box 502 . . . . . Collector
C. E. Gray, Box 283 . . . . . Receiver
Frank Mc Adams . . . . . Magazine Agent

256. HIGH LINE; Como, Colo.
Meets every Thursday at 8 P. M. in McFarlin Hall.
B. Bowerman . . . . . Master
G. W. McAleer, Box 47 . . . . . Secretary
M. S. Mathes . . . . . Collector
G. W. McAleer, Box 47 . . . . . Receiver
Wm. Boynton . . . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen . . . . . Master
Alfred R. Cullen . . . . . Secretary
B. F. Pine . . . . . Collector
James McPherson . . . . . Receiver
Frank Pine . . . . . Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows Hall every Thurday evening at 7:30.
A. E. Leighty . . . . . Master
J. S. Wood, Box 185 . . . . . Secretary
Jas. Banton . . . . . Collector
A. S. Ritenour . . . . . Receiver
E. A. Devarraux . . . . . Magazine Agent

259. LA JUNTA; La Junta, Colo.
Meets at Grand Army Hall at Trinidad Plaza.
Frank Bradbury, Box 51 . . . . . Master
Peter Schmidt . . . . . Secretary
Samuel Harrington . . . . . Collector
Wallace Averill . . . . . Receiver
Jordon Wheeler . . . . . Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall. Masonic building, 6th and K Sts.
E. Kunz, 1311 Ninth St . . . . . Master
J. D. Cummings, Box 107 . . . . . Secretary
J. A. Baker, 1007 I St . . . . . Collector
J. D. Cummings, Box 107 . . . . . Receiver
Louis E. Graham, C.P.r'nd house, Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 . . . . . Master
Israel Cook, Box 87 . . . . . Secretary
Wm. Hanway . . . . . Collector
Frank Ewing . . . . . Receiver
Ed Manning . . . . . Magazine Agent

262. QUEEN CITY, West Toronto Junct., Ont.
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 . . . . . Master
A. E. Stewart . . . . . Secretary
William Hyndman, Box 61 . . . . . Collector
John Price . . . . . Receiver
John Regan . . . . . Magazine Agent

263. ALAMO; Taylor, Texas.
Meets every Wednesday at Alamo Hall.
Thomas Thrailkill, Box 55 . . . . . Master
Geo. W. Spangler . . . . . Secretary
B. C. Melson Box 10 . . . . . Collector
A. E. Aikman, Box 10 . . . . . Receiver
A. Browson . . . . . Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.
Meets every Thursday at 8 P. M., in Cobban Hall. South Butte, Montana.
Joseph Byrne, Box 4. South Butte . . . Master
Peter Grant, South Butte . . . . . Secretary
Geo. Tyndall, Box 832 . . . . . Collector
C. H. DeCamp, Box 5. South Butte . . . Receiver
John Meeks, South Butte, Mon . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue . . . . . Master
G. P. Downey, 13 Wenham avenue . . Secretary
Walter Follett . . . . . Collector
J. Kitselman, 68 California St . . . . Receiver
F. G. Kough, 525 S Division St . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.
Meet 2d and 3d Fridays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin . . . . . Master
Mat. Nilon . . . . . Secretary
L. Kittell . . . . . Collector
Frank Welsher . . . . . Receiver
T. S. Kelley . . . . . Magazine Agent

Digitized by Google

267. ENDEAVOR; Algiers, La.
Meets in St. Charles Hall at 2 P. M. every Sunday.
M. H. Brown, 78 Webster Ave . . . . . Master
J. E. Goff, 126 Elmira St . . . . . Secretary
Jas. Stockton, 58 Vallette St . . . . . Collector
A. B. Walters, 110 Pacific Ave . . . . . Receiver
A. H. Flynn, 87 Pacific Ave . . Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
D. V. Cahill, 1327 Market St . . . . . Master
D. V. Cahill, 1327 Market St . . . . . Secretary
Jas. Harrington, 310 Long St . . . . . Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn . . . . . Receiver

269. O. K.; Cincinnati, Ohio.
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 160 Barr St . . . . . Master
R. E. McKenzie, 151 Baymiller St . . . Secretary
Geo. Kirshner, 67 15th St., Covington, Ky. Collector
Dan. P. Keegan, 439 Richmond St . . . Receiver
John Regan, 18 Hannibal St . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . . Master
D. Lucas, 407 Fifth St. S . . . . . Secretary
A. M. Getchell, 27 Second St. S . . . . . Collector
Chas. Kroft, 2116 Twenty-Ninth St. S . . Receiver
Sam Manhart, 2110 29th St. S . . Magazine Agent

271. BYRAM; Stanhope, N. J.
Meets in Drake's Hall, 2d and 4th Wednesdays at 8 P. M.
R. A. Trezise, Box 30, Port Morris . . . . Master
Wm. Weiler, Box 25, Port Morris . . . Secretary
W. H. Blanchard, Port Morris . . . . . Collector
Wm. Weiler, Box 25, Port Morris . . . Receiver
Patrick Ash. Port Morris, N. J . Magazine Agent

272. WILSON; Junction, N. J.
Meets in Well's Hall 1st and 3d Sundays at 1:30 P.M.
Jno. S. Eveland, Jr . . . . . Master
J. E. Dineen . . . . . Secretary
Jacob S. Rodenbough . . . . . Collector
J. W. Gary . . . . . Receiver
Arthur Kirkendall . . . . . Magazine Agent

273. DENVER; Denver, Colo.
Meets every Monday night in Odd Fellows Hall, 869 Santa Fe St.
R. M. Huntington, 562 Santa Fe St . . . . Master
H. J. Sweeney, 1043 Seventh St . . . . Secretary
C. H. Curtis, 458 Clark St . . . . . Collector
W. J. Bratton 1245 Pimon St . . . . . Receiver
H. J. Sweeney, 1043 7th St . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.
Meets 2d and 4th Mondays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright . . . . . Master
C. H. Butcher, Charlottesville, Va . . Secretary
W. G. Dudley . . . . . Collector
J. H. White, 811 Stewart St., Staunton . Receiver
R. R. Johnson . . . . . Magazine Agent

275. LEE; Richmond, Va.
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
C. W. Jenkins, N. N. & M V. Round House, Master
W. V. Bradshaw, R. D. Round House, Manchester, Va . . . . . Secretary
W. R. Sanders, 4 N. 18th St . . . . . Collector
Wm. J. Burke, NN& MV Round House . Receiver
C. M. Lively, 905 North Fifth St . . . Mag. Agent

276. GRAFTON; Grafton, W. Va.
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . . . Master
J. E. Conners . . . . . Secretary
M. Dorsey . . . . . Collector
A. B. Enoch . . . . . Receiver

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . . . Master
R. H. McCarty, L. & N. Shops . . . . . Secretary
R. H. McCarty, L & N. Shops . . . . . Collector
Frank I. Carney, L. & N. Shops . . . . . Receiver
W. A. Crawford, L. & N. Shops . Magazine Agent

278. ANDERSON; Vicksburg, Miss.
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, L. Box 482 . . . . . Master
J. O. Brown, L. Box 482 . . . . . Secretary
B. G. Larkin, L. Box 482 . . . . . Collector
J. O. Brown, L. Box 482 . . . . . Receiver
E. Wright, L. Box 482 . . . . . Magazine Agent

279. METEOR; McComb City, Miss.
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
E. M. Coe, Box 87 . . . . . Master
A. W. Jennings, Box 87 . . . . . Secretary
A. W. Jennings, Box 87 . . . . . Collector
Ike H. Martin, Box 87 . . . . . Receiver
E. M. Coe Box 87 . . . . . Magazine Agent

280. OZARK; Thayer, Mo.
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 . . . . . Master
Jacob Myers, Box 185 . . . . . Secretary
George Hopewell . . . . . Collector
W. M. Jackson . . . . . Receiver
A. R. Reed . . . . . Magazine Agent

281. TUNNEL HILL; New Albany, Ind.
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
Thos. D. Fisher . . . . . Master
H. H. Hopkins . . . . . Secretary
W. H. Sarles . . . . . Collector
Wm. H. Stephens, N. 7th St . . . . . Receiver
Robt. Chapman . . . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
Wm. F. Gibson . . . . . Master
Calvin Minniear . . . . . Secretary
Homer W. Baldwin . . . . . Collector
Kelley Holsclaw . . . . . Receiver
Geo. W. House . . . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in Kettler's Hall 2d Sunday and 4th Wednesday.
Frank J. May, Hallstead, Pa. . . . . Master
J. F. McCormick, Hallstead, Pa . . . . . Secretary
T. L. Connelly, Great Bend, Pa. . . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . . . Receiver
T. J. Connor. Hallstead, Pa . . . Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St . . . . . Master
Eugene S. Alling, 110 Meadow St . . . Secretary
W. H. Dellert, 43 Carlisle St . . . . . Collector
Wm. A. Pyle, 46 Arthur St . . . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave. . . . . Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets 2d and 4th Sundays of each month, Cor. Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St . . . . . Master
E. E. Bill, 27 Vine St . . . . . Secretary
B. A. Thayer, 112 Hopkins St . . . . . Collector
H. L. Stearns, 4 Wooster St . . . . . Receiver
J. H. Osmond, 83 Fairmont St . Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St . . . . . Master
Adolphus Fixel, 1214 Miller St . . . . . Secretary
Robert Steiner, 675 N. 4th St . . . . . Collector
Wesley Beck, 124 Sears St . . . . . Receiver
A Fixel, 1214 Miller St . . . . . Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets 1st, 3d and 4th Sundays at 1 P. M., in Ott's Hall Twelfth St.
T. D. Trout, 2d ave. and 7th St . . . . . Master
J. C. Brode, 2326 Tenth Ave . . . . . Secretary
W. G. Miller, 1903 Union Ave . . . . . Collector
F. A. Davis, 1903 Union Ave . . . . . Receiver
W. R. Yockey, cor 10th Ave and 24th St . Mag Agt

Digitized by Google

288. EMMET; Estherville, Iowa.
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 . . . . . Master
P. J. Sullivan, Box 48 . . . . . Secretary
A. L. Houltshouser, Box 5 . . . . . Collector
W. S. Davis, L. Box 80 . . . . . Receiver
J. H. Carberry . . . . . Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . . . Master
Geo. Morgan, Box 575 . . . . . Secretary
Wm. H. Anvan . . . . . Collector
Wm. Edwards . . . . . Receiver
Wm. Edwards . . . . . Magazine Agent

290. MARION Hannibal, Mo.
Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st . . . . . Master
L. R. Bickel, 510 Bluff st. So. . . . . Secretary
J. W. Rowland, 406 N. 3d St . . . . . Collector
W. F. Ritter, 217 S. 4th St . . . . . Receiver
L. R. Bickel, 510 Bluff St . . . . Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
George Smith, Sheffield ave near Atlantic ave . . . . . Master
G. W. Bruno, Station E . . . . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . . . Collector
W. M. Valentine, Fulton St and Manhattan Crossing, Station E . . . . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

292. POCAHONTAS; Holden, Mo.
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
J. C. Bell . . . . . Master
J. G. Vogelsang . . . . . Secretary
W. A. Allen . . . . . Collector
W. M. Bedell . . . . . Receiver
W. A. Allen . . . . . Magazine Agent

293 LAFAYETTE; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . . . Master
W. J. Sharkey, 2608 Somerset St . . . . Secretary
J. J. Haughey, 2710 Hewson St . . . . Collector
D. F. Kilty, 2809 Edgemont St . . . . Receiver
G. W. Nevill, 1541 Palmer St . . Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262 . . . . . Master
G. W. Lynch, Box 262 . . . . . Secretary
O. G. Temple, Box 262 . . . . . Collector
J. L. Williamson, Box 262 . . . . . Receiver
G. W. Lynch, Box 262 . . . . . Magazine Agent

295. U. S.; Davenport, Ia.
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave . . . . Master
A. R. Kough, 1255 Harrison St . . . Secretary
A. R. Kough, 1255 Harrison St . . . . Collector
A. M. Kough, 1255 Harrison St . . . . Receiver
C.F. McSteen, care John McSteen, Magazine Agent

297. CLARK; Jeffersonville, Ind.
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 . . . . . Master
C. E. Buehler . . . . . Secretary
P. J. Gavin . . . . . Collector
A. B. Chambers . . . . . Receiver
P. A. Coleman . . . . . Magazine Agent

298. GLENCOE; St. Louis, Mo.
Meets at 2817 Chouteau Ave., 1st and 3d Mondays at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . Master
J. W. Reynolds, 2102 Gratiot St . . . Secretary
Charles A. Durnell, 512 Montrose ave . Collector
W. J. Murphy, 814 Montrose ave . . . Receiver
John McClusky, 1118 Joab St . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance . . . . . Master
W. H. Zink . . . . . Secretary
G. R. Rock, Box 85 . . . . . Collector
C. H. Ridge, Box 87 . . . . . Receiver
W. S. Brown . . . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays at 2 P.M.
A. S. Hewitt, Box 834 . . . . . Master
W. H. Roe L. Box 644 . . . . . Secretary
W. H. Henry, Box 49 . . . . . Collector
Jas. Whitby, L. Box 704 . . . . . Receiver
Lew Willson, 7th street . . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
Samuel J. Norris . . . . . Master
Frank W. Thompson . . . . . Secretary pro tem
Frank W. Thompson . . . . . Collector
Wm. M. Weeks . . . . . Receiver
Frank W. Thompson . . . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 261 . . . . . Master
A. C. Plante Box 173 . . . . . Secretary
S. A. McPhee, Box 387 . . . . . Collector
A. C. Plante, Box 173 . . . . . Receiver
E. W. Ellison . . . . . Magazine Agent

303. VILLA PARK; Streator, Ill.
Meets 1st and 3d Sundays.
J. J. Corcoran, 151 Monroe St . . . . . Master
J. B. Irwin . . . . . Secretary
J. V. Ament . . . . . Collector
Moses Cantlin . . . . . Receiver
Chas. Burtch, 155 E. Wilson St . Magazine Agent

304. THREE BRANCH Argenta, Ark.
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
Jas. S. Sharp . . . . . Master
Chas. E. Humphrey . . . . . Secretary
R. S. Hunt, Box 157 . . . . . Collector
R. G. Curtis . . . . . Receiver
Jas. Lynch . . . . . Magazine Agent

305. SOLIDAD; Jimulco, Mexico.
J. H. Slattery, El Paso, Texas . . . . . Master care Wm. Cockfield., Jimulco, Mexico.
D. Tracy, El Paso, Texas . . . . . Secretary care Wm. Cockfield Jimulco, Mexico.
E. E. Benner, El Paso, Texas . . . . . Collector care Wm. Cockfield, Jimulco, Mexico.
J. L. Lyttleton, El Paso, Texas . . . . . Receiver care Wm. Cockfield, Jimulco, Mexico.
D. W. Dargitz, El Paso, Texas . . Magazine Agent care Wm. Cockfield, Jimulco, Mexico.

306. GRANITE STATE; Concord, N. H.
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in Temple Hall, Sanborn block.
J. C. Muzzey, 46 School St . . . . . Master
F. H. Favor, 11 Fremont St . . . . . Secretary
Z. H. Durkee, Box 248, White River Junction, Vt . . . . . Collector
James Burbeck, 14 Prince St . . . . . Receiver
C.S. Woods, cor. Linden & Beacon sts. Mag Agent

307. HAMDEN; Springfield, Mass.
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House . . Master
Geo. W. Pettingill, B. & A. Engine House, ... Secretary
John Fenton, 108 Congresss St . . . . Collector
M. D. Newton, Merrick, Mass . . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.
Meets 2d and 4th Sundays.
E. B. Kemp . . . . . Master
N. B. Grant . . . . . Secretary
H. J. Mortimer . . . . . Collector
W. M. Mansfield 1018, Duke st . . . . Receiver
H. J. Mortimer . . . . . Magazine Agent

Digitized by Google

309. BARTHOLDI; Long Island City, N. Y.
Meets 2d Mondays and 4th Saturdays in Schwallenberg Hall.
Wm. J. Simon, Box 78, Shuetzen Park, L. I., N. Y. . . . . Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y. . . . . Secretary
Robert Spears 100 Eagle St., Green Point, L. I., N. Y. . . . . Collector
Frank Simbler . . . . . Receiver
W. J. Rooney . . . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 . . . . . Master
H. E. Hootman . . . . . Secretary
H. C. Martin . . . . . Collector
Joshua Rhodes . . . . . Receiver
E. Moore . . . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.
Meets in V. A. L. Hall 1st and 3d Sundays.
Robert Ripper, Box 235 . . . . . Master
J. C. Hanby, Box 228 . . . . . Secretary
I. W. Miller, Box 311 . . . . . Collector
C. A. Howe, Box 379 . . . . . Receiver
H. Hartwell . . . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hacket, Box 138 . . . . . Master
B. A. Downen . . . . . Secretary
L. W. Small . . . . . Collector
S. E. Fulton, Box 85 . . . . . Receiver
B. A. Downen . . . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.
Meets alternate Mondays at 7.30 P. M.
John Donovan, Box 32, Armstrong, Kan. . Master
Thos. McHale, Armstrong, Kan. . . . Secretary
M. S. Laughlin, Box 54 . . . . . Collector
Emmett Lewis, Armstrong, Kan . . . Receiver
John Lynch, Armstrong, Kan . Magazine Agent

314. MINERVA; New Castle, Pa.
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa . . . . Master
George Lutton . . . . . Secretary
Jerry Pyle . . . . . Collector
Robert Russell . . . . . Receiver
George McCrea, Mahoningtown, Magazine Agent

315. TROY CITY; Green Island, N. Y.
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Oliver J. Ogden, 58 James st . . . . . Master
Wm. J. Murray, 68 High St . . . . . Secretary
Jas. A. Dardis, 85 James St . . . . . Collector
H. R. Peach, 29 George St . . . . . Receiver
O. J. Ogden, 39 Swan st . . . . . Magazine Agent

316. OMEGA; Buffalo, N. Y.
Meets every Saturday evening at Siebert's Hall, corner Jefferson and Bristol Sts.
Thos. L. Winship, 512 Seneca St . . . . . Master
Wm. H. Walsh, 1903 Broadway . . . . . Secretary
T. C. Burke, 833 Seneca St . . . . . Collector
Robt. O. Williams, 89 Watson St . . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PENN; Reading, Pa.
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
George Leeds . . . . . Master
Wm. Gordon, 836 Green St . . . . . Secretary
Wm. J. A. Kendall, 833 Green St . . . . Collector
L. Brownback, 226 N. 9th St . . . . . Receiver
M. W. Potteiger, West Leesport, Pa . Mag. Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.
Meets every Monday evening at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
R. H. Scott, Glenwood, 23d Ward . . . . Master
J. F. Wills, Glenwood, 23d Ward . . . Secretary
Wm. Carter, Glenwood, 23d Ward . . . Collector
W. J. McNanamy, Glenwood, 23d ward Receiver
Wm. Carter, 23d Ward, Lytle St. . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.
Meets every Tuesday at 6:30 P. M., standard time.
John Roach . . . . . Master
J. C. Faight . . . . . Secretary
Frank Roe . . . . . Collector
A. Eckfield . . . . . Receiver
H. D. Bell . . . . . Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.
Meets in B. of L. F. Hall, First and Third Mondays at 7:30 P. M.
A. Rathwell, C. P. R. R . . . . . Master
W. J. Devlin, C. P. R. R . . . . . Secretary
Mark Bowles . . . . . Collector
J. McAdams, C. P. R. R . . . . . Receiver
Herbert D. Gay . . . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.
Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darien St . . . . . Secretary
William Kelly, 923 Wallace St . . . . . Collector
Joseph Harrison, 668 Jay St . . . . . Receiver
John Kiple, 908 Green St . . . . Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry, ... Master
Wm. Heckman, Box 367 . . . . . Secretary
Chas. F. Miller . . . . . Collector
Wm. J. Dintinger, Box 347 . . . . . Receiver
Jos. Mucklow . . . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.
Meets 2d and 4th Sundays of each month at 1:30 P. M., in News Item Hall.
J. W. Fisher, Box 222 . . . . . Master
James Kelly, Box 174 . . . . . Secretary
Jeremiah Haley . . . . . Collector
James Kelly, Box 174 . . . . . Receiver
Harve Yeager . . . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.
Meets 2d and 4th Sunday evenings of each month.
Chas. H. Wesley, 608 N. 3d St . . . . . Master
W. H. Sowers, 102 Savoy St. Palo Alto, Pottsville, Pa. . . . . Secretary
T. F. Brennan, 393 Hotel St., Pottsville, Pa. . . . . Collector
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa . . . . . Receiver
Jas. Fitzpatrick, Mt. Carbon, Pa . Magazine Agent

326. FOLWELL; Bradford, Pa.
Meets 1st and 3d Sundays at 7:30 P.M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. . . . . Master
J. H. Fenner, 69 High St. . . . . Secretary
W. J. Palmer, 57 Jefferson St . . . . . Collector
Geo. P. Clough, 6 Allison St . . . . . Receiver
C. Billington, 28 Hilton St . . . Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.
Meets every Saturday in K. of L. Hall.
W. B. Cordingly . . . . . Master
J. M. Griffith . . . . . Secretary
Chas. Diffinbaugh . . . . . Collector
M. H. Smith . . . . . Receiver
John M. Griffith . . . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis . . . . . Master
H. F. Zinn . . . . . Secretary
J. E. Kline . . . . . Collector
W. P. Ferguson, L. Box 916 . . . . . Receiver
J. Rowan, Box 56 . . . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic Hall.
R. H. Rundle, Box 141 . . . . . Master
E. Remy, Box 169 . . . . . Secretary
John Milheisler, Box 102 . . . . . Collector
C. Tunnicliff, Box 110 . . . . . Receiver
R. J. Dunlay . . . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.
Meets 2d and 4th Thursday evenings at Melville Hall.
Jos. O'Loughlin, Armourdale, Kan. . . . Master
R. L. Stewart, 1421 Genesee St . . . . Secretary
Thomas J. Birch, 1499½ Wyoming St., Kansas City, Mo. . . . . Collector
I. T. Ward, Box 4, Station A, Kansas City, Mo . . . . . Receiver
J. J. Barr, Armourdale, Kan. . Magazine Agent

Digitized by Google

331. CHICAGO BELT LINE; Auburn Junction, Ill.
Meets 1st and 3d Monday evenings at Tallman Hall, South Englewood, at 8 o'clock.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. . . . . Master
J. D. Flood, Box 34, S. Englewood . Secretary
F. Wall, S. Englewood, Ill . . . . . Collector
O. Fischer, Box 2, S. Englewood, Ill. Receiver
W. Smith, S. Englewood, Ill . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops . . . . . Master
P. J. Buckley, Cen. R. R. shops . . . Secretary
W. W. Blassingale, Ga. R. R. Shops . Collector
John B. Nunn, 934 Fenwick St . . . . . Receiver
W. T. Johnson, Ga. R. R. shops . Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.
Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave., 2d and 4th Tuesday evenings.
B. F. M. Keller, 3921 Aspen St . . . . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . . . Collector
Harry C. Ewing, 830 N. 40th St. . . . . Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. . . . . Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St . . . . . Master
Wm. Akin, 1613 Mole St . . . . . Secretary
H. A. Krauss, 1706 Afton St . . . . . Collector
F. H. Hartzell, 1506 Lukens St . . . . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.
Meets alternate Sundays at 111 Morean St., Tremblay Block.
Alfred Pring, 20 Roch Lane, Montreal . . Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal . Collector
J. G. Brazeau, 111 Moreau St . . . . . Receiver
Thos. Keiller, Lachine P.O., Can., . Mag. Agent

336. FALL RIVER; Neodesha, Kansas.
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 178 . . . . . Master
I. H. Barry, Box 178 . . . . . Secretary
J. A. McPaul . . . . . Collector
Chas. Koehler . . . . . Receiver
Mose Weckley . . . . . Magazine Agent

337. BIG FOUR; Kansas City, Mo.
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton T. Allis, 1802 Belleview Ave . . . Master
L. F. Stephens, 1007 W. Seventeenth St., Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . . . . Receiver
Chas. E. Thompson, 1226 Reservoir St . . Magazine Agent

338. WEST BRANCH; Renovo, Pa.
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
Fred Kerby . . . . . Master
F. A. McGuire . . . . . Secretary
George Severine . . . . . Collector
G. B. McManigal . . . . . Receiver
George James . . . . . Magazine Agent

339. WHITE BREAST; Charlton, Iowa.
Meets first Mondays and third Sundays.
M. L. Bixler . . . . . Master
A. M. Williby, L. Box 781 . . . . . Secretary
G. C. Koebel . . . . . Collector
T. H. Sanford . . . . . Receiver
Albert Brown . . . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kan.
Meets in Odd Fellows' Hall alternate Thurdays, at 7:30 P. M.
G. W. Wilcox, 128 W. Second St . . . . . Master
Chas. S. Druce, L. Box 169 . . . . . Secretary
J. E. Brennan, L. Box 169 . . . . . Collector
John G. Wright, L. Box 169 . . . . . Receiver
W. S. Dix . . . . . Magazine Agent

341. GOLD RANGE; Donald, B. C.
Meets every Wednesday at Odd Fellows' Hall.
David Morton, ... Master
Jas. Gander, ... Secretary
Jas. Gander, ... Collector
Arthur Randall, Donald, B. C. . . . . Receiver
John Simons, Revelstoke . . . . Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.
Meets in Masonic Hall, 2d and 4th Sundays.
Frank W. Dean, Box 66 . . . . . Master
L. Dobbin, Box 66 . . . . . Secretary
Chas. E. Parker, Box 66 . . . . . Collector
T. R. Harris, Box 66 . . . . . Receiver
Frank W. Dean, Box 66 . . . . Magazine Agent

343. WHITSETTE; Charlotte, N. C.
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 . . . . . Master
Wm. A. Kizziah, Box 21 . . . . . Secretary
Chas. L. Cauble, Box 21 . . . . . Collector
R. G. Smith, Box 21 . . . . . Receiver
C. L. Cauble . . . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.
Meets in Phœnix Hall 1st and 3d Sundays at 2:30 P. M.
D. C. Dickert . . . . . Master
R. D. Morton, Box 368 . . . . . Secretary
R. D. Morton, Box 368 . . . . . Collector
L. B. Stults, Box 368 . . . . . Receiver
R. D. Morton . . . . . Magazine Agent

345. SOUTH STAR; Palatka, Fla.
Meets 2d and 4th Sundays, Cor. Reid and 2d Sts.
D. L. Haddock . . . . . Master
J. T. Dennen . . . . . Secretary
J. T. Dennen . . . . . Collector
W. F. Shelley . . . . . Receiver
J. M. DuBose . . . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelfo d, Box 86 . . . . . Master
F. T. Martin, Box 86 . . . . . Secretary
H. A. Hatch, Box 86 . . . . . Collector
J. I. Sizer, Box 86 . . . . . Receiver
C. C. Dean . . . . . Magazine Agent

347. OLD FORT; Dodge City, Kansas.
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
B. S. Williams, L. Box 503 . . . . . Master
Wm. Pinkerton, Box 320 . . . . . Secretary
W. C. Fadle, Box 206 . . . . . Collector
C. H. Voris . . . . . Receiver
John O'Brien, Box 329 . . . . . Magazine Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
B. A. Stephens, L. Box 93 . . . . . Master
Joseph McCrary, L. Box 71 . . . . . Secretary
T. H. Boynton, L. Box 13 . . . . . Collector
F. G. Schilke, L. Box 37 . . . . . Receiver
Ed Jacobson, L. Box 47 . . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union Hill . . . . . Master
L. T. Burns, New Durham, N. J . . . . Secretary
F. L. Wilber, Weehawken P. O., Union Hill, N. J . . . . . Collector
J. E. Boyle, Weehawken P. O., Union Hill, N. J . . . . . Receiver
F. L. Wilbur, Weehawken P. O., Union Hill, N. J . . . . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler . . . . . Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley . . . . . Collector
T. R. Mertz . . . . . Receiver
Levi M. Landis . . . . . Magazine Agent

351. HOME; White Haven, Pa.
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Chas. Breutzman . . . . . Master
Wilson Dotter . . . . . Secretary
Chas. Packer . . . . . Collector
Wm. Hartley . . . . . Receiver
Jas. N. Detertin . . . . . Magazine Agent

Digitized by Google

352. CHAMPLAIN; St. Albans, Vt.
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 . . . . . Master
Edward H. Culver . . . . . Secretary
John McAllister . . . . . Collector
C. P. Kelley, Box 336 . . . . . Receiver
Thomas Coleman . . . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave . . . . . Master
W. O. Phipps, Cor. Strong's Ave. and Main street . . . . . Secretary
J. E. Pratt, 24 Plain St . . . . . Collector
J. C. Cannon, 63 River St . . . . . Receiver
C. E. Munson, 3 Granger St . . . Magazine Agent

354. HOBOKEN; Hoboken, N. J.
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 222 Erie St, Jersey City, N.J., Master
J. S. Kennan, 139 Second St . . . . . Secretary
Elmer E. Huff, Hacketstown, N. J. . . Collector
Emmons C. Williams, Morristown, N. J., Receiver
D. McNamara, Summit, N. J . . Magazine Agent

355. STONE CITY; Joliet, Ill.
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S Hickory St . . . . . Master
Chris. Nolan, 123 Grover St . . . . . Secretary
M. O'Grady, 701 Scott St . . . . . Collector
T. F. Hannan, 411 S Desplanes St. . . . Receiver
C. O. Bond . . . . . Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, New York.
Meets 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St . . . . . Master
Robt. J. Lilly, 57 First St . . . . . Secretary
P. S. Dormady, 24 Trinity Place . . . Collector
S. E. Sweet, 466 Broadway, E. Albany . Receiver
O. Degroff, 160 Clinton Ave . . . Magazine Agent

357. JUSTICE; Vanceboro, Maine.
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
Wm. A. Smith, Carleton, St. Johns, N. B., Master
J. E. Shea . . . . . Secretary
C. J. Tabor, Woodstock, N. B. . . . . Collector
D. C. West, Brewer, Maine . . . . . Receiver
F. W. Henderson, Fredericton, N. B., Mag. Agent

358. COOKE; Elma, Iowa.
Fred J. Swanson, Dubuque, Iowa . . . . Master
E. W. Freeman . . . . . Secretary
Mark L. Murray, 285 Concord St., West St. Paul, Minn . . . . . Collector
C. J. Sleeper, 38 Chicago Ave., St. Paul, Minn . . . . . Receiver
E. F. Ward, 188 Custer St., West St. Paul, Minn . . . . . Mag. Agent

359. BIG FLINT; Wellington, Kansas.
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown . . . . . Master
Ed. Herning, Box 372 . . . . . Secretary
Charles Weddle, Box 450, Cherryvale, Kan. . . . . Collector
Ed. Dickson, Box 365 . . . . . Receiver
H. E. Hansen, Box 365, Wellington, Kansas . . . . . Magazine Agent

360. COLD SPRING; Springfield, Ohio.
Meets in Lenty's Hall, second and last Sundays.
George Goodenough . . . . . Master
Isaac Poling, 47 Lincoln Avenue . . . Secretary
John Murphy, 135 Linden St . . . . . Collector
Joseph Swable, Walnut St . . . . . Receiver
Ed. McDermott, 224 Shelby St Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St . . . . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermerhorn, O. & M. shops . . Collector
Daniel Cadden, O. & M shops . . . . Receiver
J. H. Deputy, O. & M. shops . . Magazine Agent

362. CATARACT; Niagara Falls, Ontario.
John J. Rogers, Suspension Bridge, N. Y., Master
John Murray . . . . . Secretary
J. C. Flynn . . . . . Collector
Thomas Histrop . . . . . Receiver
John Murray . . . . . Magazine Agent

363. METROPOLITAN; New York, N. Y.
Meets at 648 Eighth Avenue, 2d and 4th Sundays.
Edward Hayde, 207 west 67th St . . . . . Master
Nat. Soyer, 1119 Tenth Avenue . . . . Secretary
Frank Melins, 438 Tenth Avenue . . . Collector
R. E. Butterfield, 1111 Ninth Avenue . Receiver
John J. Agne, Yonkers, N. Y . . Magazine Agent

364. SINGERLY; Philadelphia, Pa.
Geo. A. Valentine, 58th & Woodland ave . Master
John Hickey, 6,211 Woodland ave . . . Secretary
G. W. Gregg, jr. Grace Ferry Sta'n B. & O., Collector
J. I Way, 265 Tome st Baltimore Co Md . Receiver
W. G. Staats, 6,211 Woodland ave . . Mag. Agent

365. VIOLET; Bellows Falls, Vt.
Meets 1st and 3d Saturday evenings in G. A. R. Hall.
James Stack . . . . . Master
C. H. Thompson . . . . . Secretary
E. C. Wiley, Windsor, Vt . . . . . Collector
G. C. Farnsworth, Charleston, N. H . . Receiver
F. E. Keach, Brattleboro, Vt. . . . . Mag. Agent

366. HAGERSTOWN; Hagerstown, Md.
Meets every Sunday, in Red Men's Hall, corner Washington and Potomac Sts.
S. R. Hackers . . . . . Master
J. J. Morrow, Shepardtown, W. Va. . . Secretary
S. F. Johnson . . . . . Collector
D. A. Wallace . . . . . Receiver
C. L. Mulleniux, L. Box 61 . . . . . Mag. Agent

367. MORGAN CRANE; Sommerset, Ky.
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
Horace G. Lucas . . . . . Master
James Ford . . . . . Secretary
James S. Morris . . . . . Collector
J. W. Fowler . . . . . Receiver
James S. Morris . . . . . Mag. Agent

368. DEEP WATER; Shringfield, Mo.
Meets in K. of P. Hall 1st, 2d and 3d Mondays.
W. R. Smith, jr., Box 816 . . . . . Master
T. A. Butterly, Box 1027 . . . . . Secretary
Lee H. Davidson, Box 358 . . . . . Collector
C. W. Henry . . . . . Receiver
Charles Hall . . . . . Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.
Meets in K. of P. Hall 2d and 4th Sundays.
M. Van Alstyne . . . . . Master
Fred Staley . . . . . Secretary
Chas. H. Finlay . . . . . Collector
Arthur Hodgson . . . . . Receiver
D. W. Dungan, Box 1522 . . . . . Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan.
Alexander Scott . . . . . Master
Clarence Stone . . . . . Secretary
George Webster . . . . . Collector
Chas. Torrence . . . . . Receiver
Clarence Stone . . . . . Magazine Agent

371. COVENANT; Nevada, Mo.
Meets 1st and 3d Sundays.
Geo. B. Meek . . . . . Master
Chas. Snyder . . . . . Secretary
J. G. Fryback . . . . . Collector
W. M. Calkins . . . . . Receiver

372. SIGNAL MOUNT; Big Springs, Texas.
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
A. S. Hill . . . . . Master
R. J. Bible . . . . . Secretary
Dennis Ryan . . . . . Collector
Edward Lyons . . . . . Receiver
Dennis Ryan . . . . . Magazine Agent

373. J. T. HARAHAN; Birmingham, Ala.
Wm. Hunt . . . . . Master
J. W. Hair . . . . . Secretary
Wm. H. Bussey . . . . . Collector
Thos. C. Hordman, 1700 2d Ave . . . . . Receiver

Digitized by Google

A NEW EDITION

OF THE

CATECHISM OF THE LOCOMOTIVE.

The CATECHISM OF THE LOCOMOTIVE was written in 1873 and published in book form the following year. During the period since then, there have been many changes in the construction of locomotives, and the book, as originally written, is, naturally, not up to the present practice in the branch of engineering, of which it treats. A new edition is therefore, being prepared, and it will be published in monthly parts, in the

Railroad and Engineering Journal

It is intended to commence the publication, in the November issue, of this year and to complete it in 1888.

The book will be thoroughly revised; the greater part of it will be entirely re-written, and nearly all the engravings will be new. The matter which will be added will probably make the new edition one-half larger than the original book.

The subscription price of the RAILROAD AND ENGINEERING JOURNAL is $3.00 per year, or $25.00 for ten copies, if the amount is sent with the order for the papers. Subscriptions sent before the first of Jauary, 1888, will entitle the subscriber to copies of the "JOURNAL from the commencement of the publication of the "Catechism" to the close of the year 1888.

The RAILROAD AND ENGINEERING JOURNAL is the oldest railroad paper in the world. It is an illustrated monthly journal, devoted to the discussion of engineering and mechanical subjects, and its aim is to be of value to all interested in them.

Subscriptions should be sent to

M. N. FORNEY, Editor and Proprietor,
45 Broadway, New York, N. Y.



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to

ZAISER & STEGMAN,

Rooms 2, 3 and 5, 27 South Meridian St.

Send for price list. **INDIANAPOLIS, IND.**

TO MAGAZINE AGENTS.

The following PRIZES will be given to the Lodge securing the largest number of PAID subscribers to the LOCOMOTIVE FIREMEN'S MAGAZINE, for the year 1887, viz:

For the Lodge—A Handsome Parlor Organ.

For the Agent—Fifty Dollars ($50) in Cash.

Each annual subscription will be counted equal to two semi-annual or four quarterly subscriptions.

The Prizes will be awarded January 1, 1888, to the Lodge having the largest number of paid subscribers on the Grand Lodge records on December 1st, 1887.

CATARRH positively cured by the great German Remedy. Sample package and book for 4 cents in stamps. **E. H. Medical Co.**, East Hampton, Conn.

Digitized by Google

OFFICIAL ORGAN

LOCOMOTIVE FIREMEN'S MAGAZINE.

Brotherhood of Locomotive Firemen.

VOL. XI. DECEMBER, 1887. No. 12.

THE CLOSE OF 1887 AND VOL. XI.

We read about the "Wheels of Time," and the metaphor is universally accepted as appropriate. The earth, it is said, turns on its axis, and at the same time goes whirling around the sun on its shining circuit. All the bodies in space move in circuits—there are wheels within wheels, and yet there is order. Every planet reaches its station on time, and moves on. There is no stop, no way stations, no grand depots, no train dispatchers, no signals, no switches, bridges culverts, trestles, nor tunnels. Time's wheels never wear out. As they were in the beginning they are now, and will be. Men talk learnedly of time—of time past, time present, time to come. It is convenient. No one can grasp time any more than they can space—or eternity, or the universe, or life, or death—and yet, such topics are constantly engaging the attention of men—philosophers, theologians, scientists. They are fruitful themes. Men may investigate from youth to old age, construct theories, write books, and yet succeeding generations take up the subjects where the old left off, and continue the search after the whys and wherefores. Fortunately much good has been accomplished. Nature has been compelled to yield up many of her secrets at least in part, and the human family is wiser if not better.

We have set down to write about the close of the year 1887, and have associated with it the close of Volume XI of the *Locomotive Firemen's Magazine*. Necssarily, in speaking of the close of 1887, and the close of a volume of the *Magazine*, we become reminiscent and and seriously reflective. We do not care to recall to mind particularly the doings of governments in the various phases of circumlocution of diplomacy. Wars and rumors of wars do not disturb our equanimity, except in so far as such things exhibit any movement of the great mass of the people to better conditions. But such questions as relate to the welfare of the Brotherhood of Locomotive Firemen do claim our attention, and the close of 1887 is an incident in Time's resistless and ceaseless march that brings the past into startling prominence. We go back to the beginning. We take our place in the room where the first deliberations were held. We look upon the earnest faces of that small band of resolute men who laid the foundation of our Order, foundations upon which to rear the superb structure—a Grand Lodge with its hundreds of subordinate Lodges, capable of lodging thousands and tens of thousands of Locomtive Firemen. A

Digitized by Google

Gand Lodge that was to grow like the banyan tree, extending its great arms, sending branches down into the earth and thus growing stronger the larger it became. And thus we have walked with the Order from its foundation, from Lodge No. 1 to Lodge No. 380, and starting out in company with ten firemen, our company has grown until it is a vast army of eighteen thousand firemen at the close of 1887. We look back over the route we have traveled, we remember the conflicts and the triumphs, the days of storm and the days of calm. We see the mounds that rise above our faithful dead, those who fell with their faces to the foe with their armor on; and we remember, ah! we remember those who, taking vows of fealty to the Brotherhood, Judas Iscariot like, betrayed it and went out into the dark burdened with the scorn of all faithful Brotherhood Firemen. And now, at the close of 1887, we contemplate the Order as it stands crowned with strength on sublime elevations. We behold its watch fires burning on all the surrounding hills, in the valleys and on the plains; by the rivers, along the coasts of oceans, by inland seas, across the continent. Discarding parties, creeds and dogmas, political, civil and national boundaries, a great Brotherhood, animated by noble ambitions and equipped for still more brilliant triumphs. There it stands, mighty in its youth, reliant, hopeful, aggressive and determined to move on its pathway with faith, and hope and charity, teaching by precept and example, by constitution and law those things that make life worth living.

With the close of 1887 closes Volume XI of the *Magazine*. And here again we are reminiscent. We write in no spirit of self-laudation. Boasting is not our forte, and yet we have much that is encouraging and cheering to say of the *Magazine*. It is not only the organ of the Brotherhood, but the friend of the Brotherhood. It champions the cause of Locomotive Firemen. It is awake and alive to every Bro[illegible]terest, to every Brotherhood right and to every Brotherhood wrong. It is a bond of union betwe[illegible] all the Lodges. It speaks for all. O[illegible] the twelve numbers published during 1887, each speaks for itself, and each must stand or fall upon its merits. Its pages are living witnesses. Their testimony must be conclusive. It may not be for us to praise, but it is for us us to say that from first to last the purpose has been, and the only purpose, to make the *Magazine* do good work for the Brotherhood and each number, as it has gone forth from the hands of printers and publishers, has borne to each subscriber and reader the editor's devout wish that it might accomplish good. Those who have watched the coming of the *Magazine*, who remember it in its early days, will recall the fact that it was a struggle to maintain its position, for its life was inseparably associated with the fluctuating fortunes of the Brotherhood, and the *Magazine*, like the Order, having passed all the trying ordeals of fortune, is now strong and prosperous and growing in usefulness and power.

The wheels of Time revolve and the pendulum of Time swings to and fro. Time's flight is like that an of arrow. Time waits for no man—an hour, a day, lost are gone forever. They come no more. The records of 1887 are past revision. Time writes in a bold, legible hand. Lamentations are not in order. The right stands and beckons on to higher achievements, the wrong is forever a warning, and fortunate are those who are able to discern the difference. The *Magazine* has gone forth with the months. We feel sanguine that each number helped on the success of the Brotherhood, and with this sentiment dear to our heart we believe we can give assurances that Volume XII, for 1888, will show marked improvements. And now regarding the past with such philosophic composure as falls to our lot, we look forward with confidence to 1888, and with heartfelt fellowship towards every Brotherhood Fireman we offer our hand and say, "Now for a long pull, a strong pull and a pull altogether."

Digitized by Google

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

The Locomotive Firemen's *Magazine* performs a task in all regards most agreeable, when calling attention to the growth, stability and influence of the Brotherhood of Locomotive Engineers, and the recent convention of the Brotherhood in the city of Chicago, affords the *Magazine* an opportunity to voice the sentiments of good will which the Brotherhood of Locomotive Firemen entertains towards the Brotherhood of Locomotive Engineers. And just here it should be said, because it is true, that such sentiments of amity are natural, not only because locomotive firemen are rejoiced to see working men of all orders, working steadily towards a higher plane of recognition by society generally, but because the Brotherhood of Locomotive Firemen is a training school for the education of Locomotive Engineers.

The Nineteenth Annual Convention of the Brotherhood of Locomotive Engineers which opened at Chicago on the 19th day of October, 1887, was a notable event in the history of that great order of railroad employes, and this fact assumes special prominence when the chief magistrate of a city of a million population not only welcomed the Brotherhood with words of hearty friendship, but tendered it "the freedom of the city," a compliment of the highest significance, indicative of the profound respect the great body of the people entertain for the order.

Not only did the chief magistrate of the great city of Chicago, compliment and welcome the Brotherhood of Engineers, but the Governor of Illinois, a State that has more railroad mileage than any other State in the Union, traveled two hundred miles to meet and greet the Engineers. Nor was this all in the way of ovation tendered the Brotherhood of Locomotive Engineers, but among those who welcomed them to Chicago was Mr. E. T. Jeffery, General Manager of the Illinois Central Railroad, a magnificent enterprise, a vast trust, involving responsibilities difficult to grasp. In Mr. Jeffery we behold a man whose every word addressed to railroad men weighs a pound. At the head of a great railroad system—thoughtful, practical, clear, concise, every word, like figures in column, counts. He is a student of men, particularly railroad men, and his address to the Engineers is brimful of wisdom. We are inclined to make extracts to embellish this article, but it will be more agreeable for our readers to hear the full text of the address, and yet we cannot refrain from quoting the following, because it brings into the boldest prominence an alliance between railroad owners and managers and employes which, when fully comprehended, solves one of the most difficult problems that ever confronted employer and employe. Mr. Jeffery said:

"We are assembled here as co-laborers, with a common interest and a common object in view. We have a like purpose and a like aim in life. Our responsibilities, duties and anxieties are identical in kind, and differ only in degree. We stand before our employers charged with a great trust, and before the public with the gravest duties ever committed to human hands. The lives of the public, and the property of our employers are committed to our care. The first is a trust of pre-eminent character and importance. How can we fit ourselves to perform these duties, execute these trusts, carry these responsibilities, and satisfy in full the public and corporate claims upon us?"

Such sentiments, like seed sown in good ground, must, of necessity, produce abundant fruit.

The great Brotherhood of Locomotive Firemen, from which Locomotive Engineers daily graduate, was officially and fraternally represented, by its Grand Master, Mr. F. P. Sargent, who with eminent appropriateness, placed the Brotherhood in fraternal alliance with that of the engineers, a duty which on all proper occasions he performs with a dignity which is as becoming as it is effective. No man more thoroughly comprehends the mission of firemen and engineers than does Bro. Sargent. Singularly free from jealousies, and knowing that all worthy firemen can soon be engineers, he is animated by a noble ambition to in-

Digitized by Google

augurate and maintain harmony throughout the jurisdiction of the two great Brotherhoods.

Not only was the voice of Bro. Sargent heard in congratulating the engineers upon their prosperity as a Brotherhood, but Mr. C. S. Wheaton, Grand Chief Conductor of the Order of Railway Conductors, was present, and tendered the congratulations and sympathy of the great Order of which by the confidence of his fellow conductors he is chief.

Nor should we omit to mention the presence of the minstrel, Mr. Patrick Fennel, "Shandy Maguire," who is as fruitful of melody as a mocking bird, and who like that bird of many notes, always sings well. In Shandy's genial fancy all things practical become beautiful, and in the grasp of his poetical genius the cab is a palace and the railroad track is as bright as the shining pathways of the planets in the belts of Orion. Long may he live to sing the songs of the rail, for to him every spike and tie and switch have voices and he weaves them into songs for the delectation of all.

The address of Grand Chief P. M. Arthur was one of the best, if not the very best, of this widely known and honored Chief the Brotherhood of Engineers. It was listened to with an attention amounting to almost a reverence, and elicited meritorious applause. It is only required to read the Grand Chief's address to fully comprehend the benefits constantly flowing from the Brotherhood to the unfortunate—and this fact is established beyond all controversy by the statement of the Grand Chief, who says: "We have paid during the fiscal year just closed, to widows and orphans, two hundred and fifty-nine thousand five hundred dollars ($259,500), making a total of two million two hundred and forty-four thousand six hundred and sixty-nine dollars and sixty-one cents ($2,244,669.61) that we have paid since the association was established in December, 1867."

In concluding this article we are prompted to extend congratulations to all Brotherhoods of railroad employes upon the unmistakable tendency of harmony in promoting the welfare of all—for in a broad sense the interest of one is the interest all. The prosperity of railroad enterprises must mean the prosperity of employes—and this general prosperity means social order, security, peace and good will.

The *Firemen's Magazine* has been animated by a supreme desire to see all railroad employes have the confidence and respect of their employers, and to this it is coming. Indeed, to this in a large measure it has come. Already we note the dawn of a new era, and in nothing is this more gratifying to us than to see the two great Brotherhoods of Locomotive Engineers and Locomotive Firemen coming into an alliance of mutual good will, each animated by a desire to see the other prosperous and working out a grand destiny by a faithful adherence to a wise policy. In these things the *Magazine* notes a grand advance, and with all the ability it can command it will in the future as in the past, help in the good work.

ENLARGEMENT OF THE MAGAZINE.

We desire to announce to all the members of our Brotherhood and to the readers of the *Magazine*, that Volume XII, for 1888 will be enlarged, and will contain (16) sixteen additional pages. Each number will contain (80) eighty pages, making a volume at the close of the year, of (960) nine hundred and sixty pages. The price of the *Magazine* will remain as at present, but each subscriber will have (192) one hundred and ninety-two pages more reading matter than was in Volume XI. These nine hundred and sixty pages of reading matter will include a wide range of topics, which it is hoped and believed will challenge the approval of the patrons of the *Magazine*. The Mechanical Department will receive special attention—and will be enlarged to meet the most exacting requirements of progressive firemen who are determined upon most

Digitized by Google

thorough equipment for the position of engineers. We shall have more space for correspondence upon all subjects touching the interests of firemen individually and collectively. The Brotherhood as a body of men, growing in strength and influence and determined upon working out a grand destiny. Considering such things, we invite most earnestly every Brotherhood firemen to give the subject serious consideration. The *Magazine* is theirs. Its success voices the success of the Order; its advance in intelligence, power and influence. The *Locomotive Firemen's Magazine* now stands at the very head of the list of Brotherhood publications. It will take no backward step, but its advance depends upon the membership of our Continental Brotherhood. We have full faith in the membership of our Order. It is never greater or grander than when an advance is ordered, and we are confident the success of the *Magazine* for 1888 is to meet our largest expectations.

BRAKEMEN IN CONVENTION.

On the 17th of October, the Brotherhood of Railroad Brakemen of the United States and Canada, held its Fourth Annual Convention in the beautiful city of Binghampton, N. Y. In speaking of the incidents attending the convention preliminary to the meeting of the delegates for business, it would be difficult to exaggerate, and the simple truth will be sufficiently ornate without indulging in any fancy pictures. The 17th of October was not only a holiday but a gala day in the history of Binghampton, and in the history of Brotherhood Brakemen. Binghampton is a city of 30,000 population. It is a city of schools and churches, of enterprise, education and culture, where the people place a high estimate on industry, and where the badge of labor is not the symbol of degradation, and the high estimate that the citizens place upon working men was made so prominent on the 17th of October as to convince the most skeptical that labor is advancing by stately strides to its rightful position in human affairs. As an evidence of this, the city was beautifully and elaborately decorated. The parade, civic and military, with music, flags and banners, was simply immense. The procession extended fully two miles. It was led by a number of mounted policemen, the Marshal of the city and his aids, the Sixth Battery, the City Guards, the Fire Department, the City Officials, clergymen and ladies in carriages, the Binghampton cigar makers in large number, the 200 delegates to the convention, a number of Lodges of brakemen from other cities, and these, with a number of bands of music, constituted a pageant most imposing, and gave *eclat* to the occasion of wonderful significance. Why is this grand demonstration, we asked ourselves more than once as we viewed the wonderful panorama? No great man had come to town to receive an ovation from a loving and admiring people. No statesman, warrior, explorer or dignitary was to speak to the people and smile upon them. What then? Only this: A Brotherhood of Railroad Brakemen, working men, wage men, men of toil, men of hard hands and bronzed brows had come together to deliberate, to exchange views, to make laws and regulations, not only to benefit themselves, but to improve the morale of railroad employes, to contribute by their deliberations something in the way of safety to those who travel by rail, something to make railroading more profitable to those who invest their money in such enterprises. The citizens of Binghampton saw this, placed a right estimate upon such high endeavor, and gave the delegates, gave the convention, a royal welcome, and the words of Mayor Bayless in extending a welcome to the delegates, were noble, cheering and well calculated to dignify labor in its various departments, and to make brakemen realize that their work and mission in the world is awakening the best thoughts of the country. At least 25,000 persons witnessed the parade, and as the delegates, marching in splendid order,

Digitized by Google

passed along the beautiful streets and avenues, cheer upon cheer attested that in Binghampton the friends of labor are numbered by thousands.

We had the satisfaction of meeting not only the delegates and making many valuable acquaintances, but of coming in social contact with the Grand Officers of the Brotherhood. Grand Master, S. E. Wilkinson; Vice Grand Master, Neil Sullivan; Grand Secretary and Treasurer, Ed. F. O'Shea and Grand Organizer, L. C. Foster.

These are all broad gauge men, and each fully alive to the wants of the Order. They are practical men, eminent for their common sense views, careful, considerate, diligently seeking for pathways of progress, and fruitful of plans promising success, and holding with unyielding tenacity every advanced position.

Such reflections are based upon the almost unexampled triumphs of the Brotherhood as set forth in the address of Grand Master Wilkinson. The Brotherhood of Railroad Brakemen is four years old, having been organized September 23d, 1883, and now the Brotherhood numbers 250 Lodges with a large membership, to be indefinitely increased when the Grand Lodge orders the organization of more Lodges.

The Order demands of its members unwavering fidelity to "benevolence, sobriety and industry," the motto of the Brotherhood. When a man is benevolent, industrious and temperate, his line of march is always on an ascending grade, he moves towards a higher plane. He will be loyal to obligations, faithful to trusts. There will be a steady growth in intelligence, and in being true to himself he will be true to his employer, and here comes into prominence the fact that the Brotherhood of Brakemen, like other Brotherhoods of railroad employes, are doing a grand work, not only for themselves, but for the railroad enterprises of the country.

It is well understood that the calling of a railroad brakeman is one of great and constant peril, and here we could elaborate indefinitely. But it is not required. Referring to Grand Master Wilkinson's address, we notice that the death and total disability claim of members is $800, and that in the four years that the Brotherhood has been in operation, $300,000 is the sum that has been paid in this way to the disabled or to the heirs of the dead.

We could extend these reflections, but our purpose is accomplished in calling the attention of the readers of the *Magazine* to the growth and prosperity of the Brotherhood of Brakemen, men of the rail, always on the train with locomotive firemen, sharing their perils and animated by an ambition to become conductors, as firemen are to become engineers. In closing this article, we have only to say that our visit to Binghampton was a ceaseless pleasure and will always be a most delightful reminiscence.

THE CIRCULATION OF THE MAGAZINE FOR 1888.

Each member of the Brotherhood of Locomotive Firemen receives a copy of the *Magazine*, and its circulation now extends far beyond the boundaries of the Order. The *Magazine* is a welcome visitor in many homes other than those of Locomotive Firemen, and with proper effort on the part of the membership, this outside circulation can be immensely increased. It is only required for the membership to take hold of the subject in dead earnest.

We call special attention to the list of prizes published elsewhere in this number of the *Magazine*. It will be seen that the list is well calculated to inspire effort on the part of the membership to call into activity the soliciting talent of those who want to help themselves while helping the Brotherhood. The size of the *Magazine*, its remarkably low price, its literary merits, its devotion to home interests, all combine to give it prestige and honor, and to help those who will take hold of the matter to extend its circulation. If every Brotherhood Fireman will promptly and earnestly interest himself in the enterprise, our list will reach

Digitized by Google

35,000 before the first day of February, 1888. Indeed, if interest and energy mark their efforts, we will begin with that number on the first day of January, 1888. Each member of our Brotherhood can, if he will, take hold of this subject in earnest, send in a subscriber, and that at once solves the problem. Our high water mark for 1888 is 35,000. Shall we reach it? It can be done. Come, boys, comrades, ye "Knights of the Scoop," resolve that it shall be done. You can enlist powerful helps, our mothers and sisters, our wives and our sweethearts, who love us and love our noble Brotherhood, and who are devotedly attached to the *Magazine*, will come to our aid, and our *Magazine* shall show for 1888 unexampled prosperity.

COMPLAINTS OF SUBSCRIBERS.

We fully recognize the propriety and justice of complaints on the part of subscribers when the *Magazine* fails to reach them. They pay for the *Magazine*. It is worth vastly more than the subscription price, and we readily perceive that when they fail to receive it, that complaints are in order and ought to be made. Such complaints having been made, it behooves the editor and publisher to make a few *straightforward* statements touching the matter.

1st. The matter for the *Magazine* is in the hands of the printer in time to have the book printed, bound and mailed, on or before the first day of every month, and with the exception of the brief period at the commencement of the current volume, consequent upon a change of printers, the *Magazine* has been printed and mailed to subscribers in due time. It would be the extreme of confidence to say no mistake had ever been made in mailing 25,000 *Magazines*, but it is only just to say that in so far as system and watchfulness could guard against such irregularities, everything has been done to guard against errors, and we are satisfied they have been reduced to the minimum. Having said this much for ourselves we proceed to point out some of the causes of complaint which have come to our knowledge—and

1st. Firemen move from place to place and the publisher of the *Magazine* is not notified of the change of postoffice address. This cause of complaint is frequent, and there is no remedy until the publisher is notified, and when notice is given, the change of address is promptly made on the books.

2d. It frequently occurs that subscribers complain of not receiving the *Magazine*, when the fact is they do not go to the postoffice for it. As an illustration, Grand Master Sargent was told by a subscriber that he had not received his *Magazine* for six months. This seemed unaccountable. The book had been mailed, and it became proper to visit the postoffice to ascertain, if possible, the cause of the difficulty. What was the result? Simply this: In the post office, properly addressed, were the six numbers of the *Magazine*, awaiting the call of the subscriber. He had never called for the *Magazine*, and yet he complained.

3d. The *Magazine* is sent to Agents, to one address, for distribution to subscribers. It is optional with suscribers to have the *Magazine* sent to the Agent or to themselves. In one case the agent had not distributed the books. As a matter of course, there were complaints, and properly so. Grand Master Sargent, in looking around for an explanation, found the original package of the *Magazines*, as it had left the publishing house, *under the bed* of the Agent.

4th. Again, a member failed to receive his *Magazine*. He notified the agent. The book still failed to reach the subscriber, and the fact was reported to the Agent, whereupon the Agent said he had written to the Grand Lodge about the matter, when in fact he had not done so. To shield himself from the charge of negligence, he *lied* to the subscriber. Not being sufficiently manly to father his own negligence, he was willing to saddle the blame upon the publisher.

In conclusion, it will be seen that

Digitized by Google

it is impossible for the publisher of the *Magazine* to overcome such irregularities as we have pointed out. We say again the *Magazines* are regularly and promptly sent out. If they are not received, it is because the subscriber has removed, and has not given notice of the change of postoffice address, or the subscribers do not call for their *Magazines*, or Agents are unfaithful in performing their duty.

We desire to say to subscribers who do not receive the *Magazine*, that it will be well for them to write directly to the editor, and our word for it, there will be no delay in ascertaining the cause for the non-receipt of the *Magazine*.

FAREWELL TO THE OLD YEAR.

Farewell, Old Year, farewell to you;
You've been for many a day
A friend most tried, a friend most true—
And as we bid you our adieu,
We give our heartfelt thanks to you,
And speed you on your way.

We've had full many a merry time
Since first we met Old Year,
You've sung for us the Christmas rhyme,
And rung for us the Christmas chime,
And many a joy at Christmas time
You brought with hearty cheer.

You crowned the woodland banks with bloom
Of roses red and sweet—
You gave the violets their perfume,
Ripened the cornfield's tasseled plume,
And filled the mill-wheel's running flume,
To grind the golden wheat.

You brought the yellow daffodil
To blossom in the spring—
Strewed cuckoo-flowers on every hill,
And cat-tails by the rippling rill—
And taught the lonely whip-poor-will
His vesper song to sing.

You turned the ivy's green to red,
The maple leaves to gold—
Purpled the clusters overhead,
And showers of ripened nuts you shed,
When fallen leaves lay thickly spread
Above the forest mold.

And if you gathered some fair flowers
That blossomed on your way,
You bore them to a fairer clime,
Where neither cold, nor care, nor Time
Could blight them in their golden prime,
Or touch them with decay.

And ah! you brought, Old Year! Old Year!
One tiny baby flower
To nestle on its mother's breast,
And close its blue eyes into rest,
When song-birds seek their cradle-nest
At twilight's shadowy hour.

And now, Old Year, farewell to you!
We grieve to lose you so—
You've been a friend both tried and true;
And as we bid you our adieu,
We give our heartfelt thanks to you,
And sigh that you must go.

Helen Whitney Clark

Digitized by Google

SKETCHES BY A NAVAL APPRENTICE.

No. V.

The ship remained at New Bedford fifteen days and then hove up anchor and set sail, bound for Newport, R. I. Newport is one of the noted watering places of the East, and is also the rendezvous of many of our American yacht clubs. During our stay at this beautiful place we were treated with a salute of twenty-one submarine torpedoes, which were exploded in different places in the harbor. We received very valuable as well as very interesting instruction on torpedo practice. In the center of the harbor is "Goat Island," the established torpedo station of the United States. The bottom of Newport harbor is literally a network of torpedoes and electric wires used to explode them. Some of the boys were permitted to visit the shore, but those who were of the New Bedford sailing party were scarcely allowed to look at the shore. The defences of Newport are ancient though powerful. They consist of a brick and stone fort, "Fort Adams," and the torpedo station. The harbor is land-locked, and could be, in case of necessity, made extremely powerful.

We remained at Newport six days and then sailed for a second visit to New London. It will be remembered that at this place the traitor, Benedict Arnold, captured Fort Griswold, and after its surrender, murdered in cold blood its noble and patriotic commander. The daily routine was carried out, and at the end of four days we set sail for Gardner's Bay, across Long Island Sound. This place afforded the officers an opportunity to drill the ship and their separate divisions at will, also to give us target practice with small arms and great guns. The second day of our stay at this seemingly forsaken place began with a storm which lasted until noon, at which time our sailing launch (the largest boat we had) was manned and sent to New London for our mail. Before they had been away an hour the storm burst out again with great fury, and we were very anxious for their safety, but they did not turn back and were soon lost to view in the rain and mist. As the storm abated early in the afternoon we looked longingly for the return of the launch. Gardner's Bay was only twelve miles from New London, and they had had oceans of time to make the trip, and as night came on the Captain became anxious. He ordered the second cutter manned, and commanding the boat himself they started for New London in search of the launch and crew. At about 9 P. M. the storm opened again, and we knew it would be impossible for either boat to cross the sound, so we retired to await the mail in the morning. The next morning we were called as usual, but ordered to keep all hammocks below, as the wind was blowing a perfect gale and the rain was falling in torrents. We now began to feel alarmed. Look-outs were stationed aloft to watch for anything that might resemble a boat, but night came again without the return of the missing shipmates or their boats. The boys collected in groups, and in subdued tones discussed the possibilities of their return in such weather. There was no noise or gaiety of any kind; we were troubled. Forty-eight hours had now passed and yet no tidings. Our First Lieutenant decided to man the second cutter, and as soon as the weather would permit to send her in charge of an officer to search for the other two boats. When the storm moderated we pushed off and hoisted our boat sails and stood out into the heaving waters. About five miles from the ship we saw two boats standing toward us under reefed sails, but owing to the mist and the pitching of the boats we could not make them out but decided to run for them. Ah, how glad we were when within hailing distance we received the joyful answer from Captain Evans of the word "Saratoga." We arose as one man, and such cheering was never heard. They were all safe, and so was our long looked for news from home. The Captain explained that after experiencing severe weather he managed to land some two or three miles from New London. He then hauled his boat up high and dry and marched to the city. To use his own words, he found the crew comfortably seated in the bar-room of one of the hotels. Said he: "Why d—n, it, sir; there they sat smoking their cigars and pipes, and cool as you please, whilst I was wet *outside* and *infernally dry inside;* and, sir, they had the bold assurance to salute me, and say, 'Captain, come up and splice the main brace.' Well, sir, I not only spliced the main brace, but every d—n rope in the ship." As we drew near the ship the rigging was manned and we received three good old Yankee cheers, and were fairly carried out of the boats and up to the deck above.

The arrival of mail on board a ship is an event worthy of record. Just as soon as a a mail steamer heaves in sight the cry is raised, "Mail, ho!" It is then almost impossible to get the crew to do anything, so intense is the excitement. After the mail is sorted it is then given to the master-at-arms for distribution. The master-at-arms finds some elevated place out of reach of the surging mass and proceeds to call out the names of those who are fortunate enough to have correspondents. After reading our letters and newspapers follows a scene of exchanging news which would put a grain or money exchange office to the rear. Items of interest are read over and over again, and news of a month's standing is as interesting as if were the occurrence of a day. So much for the mail.

Digitized by Google

After giving us our hearts full of drill and target practice, the Captain organized gunning and fishing parties, and for two or three days we had a fine time. We had now been at Gardner's Bay six days, and the Captain decided to return to New London, which we accordingly did.

On our arrival at our old anchorage we found orders awaiting us to proceed at once to anchorage off Fortress Monroe at Hampton Roads, Va. We set sail in compliance with orders and proceeded south, arriving at Hampton Roads three days after our departure. Here we found most of the North Atlantic fleet under the command of Rear Admiral Worden. The ships present were the Powhatton, Saratoga, Constitution, Portsmouth, Minnesota and Marion. These ships were ordered here for the purpose of having fleet drill and a grand review by Secretary Thompson. Each day one ship would be inspected by the Secretary and Admiral with his staff, until all had been inspected. Then the entire fleet drilled on orders from the flag ship. The Saratoga and the Portsmouth being of the same class it was decided that they should heave up anchor, make all sail and proceed to sea under the eye of the inspecting officers. Each ship had thirty fathoms of chain out, and as this was to be a race between us, we determined to win by fair means or foul, so in the middle of the night we quietly muffled the hause pipes and hove in fifteen fathoms, just one half the amount we had out. We were that much ahead, anyway. In defense of the officers who permitted this fraud I will say that we expected the Portsmouth boys to do something to crawl ahead, but they were not quite sharp enough. The next morning the signal was run up to the flag ship's cross jack (pronounced cro jack) yard arm, viz.: "Portsmouth and Saratoga get under weigh." We flew to our capstan, hove in our fifteen fathoms of chain, loosed and made sail to stern, secured anchors and were under weigh in one minute and eighteen seconds. The Portsmouth was still heaving on their chain, and they were so astonished at the rapidity of our work that they stood and looked after us as though they could hardly realize that we were moving away from them, and that the race was ended, with the Saratoga the pride of the fleet. The Secretary of the Navy was so well pleased that he could not find words to express his admiration. He could do nothing but grasp and shake the hand of Captain Evans, and say "Very fine," "Good," etc. The Captain's joy knew no bounds, and I really believe he would have hugged everybody in the ship if time and circumstances would have permitted him to do so. We made a signal from the flag ship to return to our anchorage. The afternoon programme was to be the storming (by the fleet) of Fortress Monroe; also a landing party. In obedience to orders every boat in the fleet was lowered, the men fully armed and equipped, and every preparation made to move to the attack. The Minnesota's steam launch was designated as flag boat and was commanded by Captain Luce. At the command to land we pulled with our might for the shore under a heavy (blank) fire from the Fort, and under cover of our guns on board the off-lying fleet. As the boats landed all hands leaped out and at once proceeded to form ourselves as per infantry drill. The formation complete we marched across the moat and into the captured fort, headed by the famous Marine Band, of Washington, D. C. In the line were two bands and numerous drum corps and 2,000 sailors and marines. On our arrival within the Fort we were received by Major Reynolds with his men drawn up at a present. We were then formed into a square and put through the manual of arms and inspected. After marching around the Fort we were marched to the boats and proceeded to return to our several ships. The great and tiresome review was at end.

About this time requisitions were coming in from all over the world for boys, and we knew that some of us, who had been shipmates so long, would have to be separated. At once the officers started in to complete lists of boys to supply ships in foreign waters. Some were to be sent to Europe, some to China, some to remain in the Atlantic fleet, etc. I had about four years yet to serve, and I asked the Captain to allow me to remain on the Saratoga one more year, and he kindly said he would do so, but a few hours after I had made the request I was informed that one more name was needed to complete the list of a draft to go to the Pacific fleet, and that I would certainly have to go, as there was no possible chance to get out of it My name was sent in, and I was to go to the Pacific to finish my term. Those who were to go to the Pacific were immediately transferred to the United States ship Constitution, which ship we were to take passage in as far as Aspinwall and then sent across the Isthmus of Panama to the city of Panama, where we would be placed on board of a ship awaiting our arrival. We found on our arrival on board the Constitution that twenty boys from the Portsmouth, twenty from the Saratoga and forty from the Minnesota had been ordered for the Pacific fleet. Besides these there were about 250 boys who had been enlisted out west. The latter had never been to sea, and were entirely green in regard to handling a ship or a gun, and we older boys saw that we would have lots of work for awhile. We saw at a glance that our arrival was a source of delight to the few men who were in the crew, as we

Digitized by Google

would lighten their duties considerably, but to the boys it seemed as though we had come to be placed over them, consequently an ill feeling sprang up between the Eastern and Western boys, which during our four months' stay on board occasioned several scuffles. The day after our arrival on the Constitution we were towed up to the Norfolk Navy Yard for repairs. We older boys were given one-half of our money and a furlough of ten days to visit our homes before starting on our long cruise. Some returned on time, others remained over time and some never came back at all. The necessary repairs being completed we were ordered to proceed to sea and make a short cruise through the West Indies, and then to Aspinwall and make transfers.

On December 3d we towed down to Hampton Roads, and sailed, bound out, but owing to the apearance of storm signals we anchored under Cape Henry to await favorable winds and weather. The weather continued bad until the 11th. At 1:30 P. M. we hove up and made sail, bound for Gaudaloupe, West Indies. We experienced among the Western boys the same terrible sea nausea that afflicted the Saratoga boys. Some of the crew suffered terribly, and were unfit for duty during the entire passage. Having so many sick boys the crew was considerably crippled, and at times we had hard work to manage the old terror of the sea. On arriving in the latitude of Cape Hatteras we were struck by a severe squall, which required as many men and boys aloft as it was possible to get there; the new boys were not permitted aloft, but were kept on deck to man the gear necessary to shorten sail. This was poor judgment on the part of the deck officers, as the new boys scarcely knew one rope from another. The consequence was we consumed about two hours getting the sail off the ship. This was the only event of note during the passage, and on the tenth day out we sighted Gaudaloupe.

Ex-Naval Apprentice.

[TO BE CONTINUED.]

HIS CHRISTMAS SLED.

I watch him with his Christmas sled;
He hitches on behind
A passing sleigh, with glad hooray,
And whistles down the wind;
He hears the horses champ their bits
And bells that jingle, jingle—
You Woolly Cap! you Scarlet Mitts!
You miniature Kris Kringle.

I almost catch your secret joy—
Your chuckling of delight,
The while you whiz where glory is
Eternally in sight;
With you I caught my breath as swift
Your jaunty sled goes gliding
O'er glassy track and shallow drift,
As I behind were riding!

He winks at twinklings of the frost,
And, on its airy race.
Its tingles beat to redder heat
The rapture of his face.
The colder—keener is the air,
The less he cares a feather,
But, there! he's gone, and I gaze on
The wintriest of weather.

Ah, boy! still speeding o'er the track.
Where none returns again,
To sigh for you, or cry for you,
Or die for you, were vain—
And so speed on! the while I pray
All nipping frosts forsake you—
Ride still ahead of grief, but may
All glad things overtake you!

—*James Whitcomb Riley.*

Digitized by Google

MECHANICAL DEPARTMENT

Mechanics.

NO. X.

Having in previous articles treated the production of steam, and its release from the boiler into the steam chest and cylinders, and the force it is calculated to exert in pushing the piston back and forth, we will leave the valve motion, which governs the motion of the piston, to be considered at some other time, and try to trace the mechanical powers by means of which the steam does its work. We have noted that the steam admitted exerts a force of 15,700 pounds, and we know that this force is applied to each side of the piston alternately. This gives us a reciprocating motion, which it is necessary to convey through the end of the cylinder, and it is done by means of the piston rod, working through a stuffing box, kept steam tight by suitable packing, adjusted by nuts on studs--another application of the screw and thread. The problem now is how to convert the reciprocating motion of the piston rod into the circular motion necessary to drive the locomotive. As the piston rod has to work in a straight line, it could not accommodate itself to the circular motion of the main pin, so it was found necessary to introduce a joint, usually called a wrist pin and its brasses, but as this joint would permit the rod to spring out of line, guide bars of various kinds have been introduced, on which a cross-head slides, which carries the wrist pin. The proper functions of the guides and cross head, are to keep the piston rod moving in line, and prevent the action of the main rod, to draw it out of line. This action of the main rod is ever at work; for instance, take a locomotive moving ahead from its back center, and as the main pin rises by the action of the piston, which is pulling ahead, the tendency is to pull the end of the piston rod up, and hence the pressure is against the under side of the guide bar; again, in moving ahead from forward center to back, the main rod is below the line of the piston rod, but as the piston is now pushing back, the pressure is again upward or against the bottom of the guide. The main rod serves to convey the alternate pull and push of the piston to the pin.

We now come to the wheel which is again a lever of the second-class, the fulcrum being in the center of the axle, the weight to be moved, or resistance to overcome being located on the outside of the axle, being conveyed to it by the boxes, and the power being applied at the pin. For obvious reasons, the builders of locomotives do not apply the power at the end of the spokes, and for this reason some persons have tried to make a fulcrum at the rim of the wheel, but this is evidently false reasoning, and will not stand the test under consideration, that a lever ever has three points, the fulcrum, weight and power.

The weakest point, or really the point in engines when they have no power, is when they are on the centers, very properly called dead center, but as the locomotive is a double engine, with the pins "quartered," or at right angles to each other, one pin is ever at its strongest point, when the other is at its weakest, thus preserving a uniform strength at all points. Say for instance a 24-inch stroke locomotive is to be used as an illustration. When the pin is on the forward center, in moving ahead the push of the rod is a direct push back, and were it not for the opposite pin to pull it past the center, it would not move at all, or would be uncertain whether to go ahead or back. From this point on to the bottom quarter, we have an ever-increasing leverage, being one foot at that point, and from that point to the back center, the leverage decreases again, so that on the average, we have only six inches leverage on the whole stroke. This may seem strange, but a little examination will show that this is correct, because as shown, we have no power at the center, and a leverage of twelve inches at the quarters, hence the average is six inches. This may seem a small leverage, but in the average we have no dead centers, and the six inches of leverage is ever at its best point.

Early in the history of locomotives, it was found that the ever increasing traffic, could not be hauled by one pair of driver locomotives, and hence we have them with two, three and four pair of drivers, coupled together and compelled to move in unison with the main drivers, by a series of rods styled side or paralleled rods, each of which is provided with the proper number of brasses, to grip the pins, and by this combination we obtain more "hold" or "bite" on the rail, just in proportion as by means of the additional wheels we get more weight, and a heavier machine on the wheels. The various brasses are held in place by straps, bolted to the rods by a number of bolts, bringing in use the screw, and provision is made to take up wear in brasses, by wedge shape keys, held in place by set screws. We find thus as we scan the various parts, that the mechanical powers meet us in some shape, in every part of the locomotive, and this holds equally true of every other machine. In the future we will continue our investigations in this line, and intend to trace the use of the mechanical powers, from the wheels back again to the steam

Digitized by Google

chest, and show how the various parts act in accordance with mechanical laws to fulfill their various duties.

The Bussey Bridge Investigation.

MR. EDITOR:—The Massachusetts Railroad Commission, Messrs. Crocker, Kingsley and Stevens, deserve great credit for their *thorough* investigation into the causes of the Bussey bridge accident, *so called*, and for their report thereon which lies before me in a volume issued by order of the Massachusetts Legislature; its title "Bussey Bridge Investigation," and contains an illustrated report, of twenty-five pages and appendix of some four hundred pages, being the *verbatim* testimony of most of the witnesses, making a bound volume which ought, for the information it contains, be in the Lodge or Division of every Locomotive Engineer or Firemen. I have no doubt it can be had on application to the Massachusetts Railway Commission, *without charges*.

My connection with this matter will be the better understood by reference to the *Locomotive Firemen's Magazine*, in the following order, and why, by request, an illustrated article on this subject appeared in the Boston *Herald*, (due acknowledgement being made to the *Magazine* for premature use) with an average daily circulation of 128,000 copies, in *advance* of its appearance in the *Firemen's Magazine*. 1st. *Locomotive Firemen's Magazine*, October, 1887; page 599. 2d, *Magazine*, May, 1887, pages 269-272, read at the request of the Commission. 3d, *Magazine*, June, 1887, pages 339-342, filed with the Commission by request.

After communicating with Governor Ames in relation to the Bussey Bridge accident, and receiving his reply that "the Railway Commission were the only body having authority in such matters," I wired the Commission: "Governor Ames advises me you are the only body having authority to act in such matters. Give me thirty (30) minutes examination of Master Mechanic Richards; I will show you cause of accident by established authorities. Give you any personal reference." A reply came, signed by Secretary Crafts, of the Commission: "Railroad Commissioners desire your attendance here, Friday, if convenient."

It was deemed best, after full consultation and consideration, not to ask Mr. Richards to submit to this examination, but to omit that, and proceed as here indicated, and await further developments. In the trial of the thirty-two (32) unsettled cases, the damages claimed being four hundred and fifty thousand dollars ($450,000), all the facts may come to light in this matter, and they will establish either *neglect* or *ignorance*.

There has been some little inquiry since this report was published, why such important matter should have been omitted from the report. One reason given is that "it was not testimony;" another, that "it was not the testimony of a person on the spot," or "that of an expert;" another that "it was *theory in process of being reduced to practice*."

This accident occurred on the Boston & Providence Railroad, within the *suburbs* of Boston. This road is forty-five miles long, and runs from Boston, Mass., to Providence, R. I. "Henry A. Whitney, President; A. A. Folsom, Superintendent; George Richards, Master Mechanic." Mr. Richards is one of the oldest members and treasurer of the American Master Mechanics' Association.

The earning power of this road is simply *prodigious*, something over 22 per cent., and it has never known what to do with its *surplus*. Its depot in Boston is evidence of this fact. Probably it is the finest, most costly for its size, fire-proof depot property in this country, perhaps in the world.

Here we have first-class talent in the management, ample means, *and to spare*, and yet twenty-three (23) human beings went to their death, and one hundred (100) wounded to the hospital on the morning of March 14, 1887.

To the credit of the company and its management be it said, they accepted the money responsibility and ordered Winslow Warren, Esq., an old-time friend of mine, to make just settlement to all parties; and they could have committed it to no better hands. Let this be as it is stated; a million, or a million and a quarter of dollars, it counts but little against the dead, wounded and life-long suffering that must follow. Who will restore the dead to life and to friends, and who the sick and wounded to health and happiness?

With the broadest charity for all, this so-called accident was either a clear case of *neglect* or *ignorance*.

The Commission, however, did not ignore what I said, or the authorities I filed, but when they came to their chief expert, Professor George F. Swain, Associate Professor of Civil Engineering, a student of the German "Polytechnic School in Berlin," Germany, Massachusetts Institute of Technology, Boston, Mass., I am not surprised that they did not care to pursue the subject further, or make more use of it in their report.

Civil Engineers build mechanical structures without knowing the mechanical action of the appliances passing over them. I would have a joint board of Civil and Mechanical Engineers to pass on such subjects and then hold them jointly responsible, and not have a shifting of responsibility, or "battle dore and shuttle-cock" action, as in the Bussey Bridge investigation.

I give Professor Swain's testimony from the report so far as it relates to this branch of the subject:

Digitized by Google

"Bussey Bridge Investigation, 1887, by the Massachusetts Railroad Commission." Pages 336, last two paragraphs, and page 338, first three paragraphs.

Professor George F. Swain. Question by Hon. George G. Crocker, chairman Massachusetts Railway Commission.

Q. 1. (By the Chairman.) We had here the other day a Mr. Lockwood, who explained to the committee about the hammer-blows of a locomotive driving wheel; have you ever made any examintion into that question?

A. Well, sir, that is a question which is pretty hard to examine into except by experiment, I think, because each locomotive has its own peculiarities, just as each person has. The thing has been studied to some extent in Europe; that is, the difference between the loads on the two wheels of the same axle has been studied by running locomotives over scales and finding out how much more load came on one side than on the other.

Q. 2. Is it anything like a blow?

A. Well, it is in the nature of a blow, you might say, but not exactly a blow. It is a little different; it is not exactly like a sudden blow, it simply is an increase of weight on one side beyond what it is on the other.

Q. 3. With reference to each wheel, is it not simply a rapid increase of weight on the tire at one time, and a rapid decrease at another?

A. Yes, sir; I think it is.

Q. 4. How about the sideway motion by reason of the wheels on opposite sides not running together?

A. That causes, of course, a side vibration—a lateral vibration—of the engine.

Q. 5. Has that been tested?

A. Not that I know of. It depends to some extent on the way the wheels are balanced. By properly balancing the wheels that motion may be reduced considerably.

Q. 6. What is the theory of the counterbalancing of an engine wheel?

A. It is based on the centrifugal force of a revolving motion, and the balancing is in such a way that there shall be no tendency for the wheel to fly in any one direction more than in another.

Q. 7. Is the counterbalance only for that purpose?

A. I think that is the principle. I do not think of any other reason. If there were no counterbalance, the wheel would revolve very unequally, be apt to leave the track, sometimes jumping up and going down, and the small inequalities of the track might cause the wheel to leave the rail.

Q. 8. Is it to simply counterbalance the crank and crank rod?

A. To make the wheel revolve as if it were a uniformly revolving symmetrical mass.

Q. 9. And does it exactly counterbalance the weight of the rod and the crank?

A. The different works have different ways of counterbalancing; they have different formulas that they use in different methods. Most of them do counterbalance to a considerable extent, but none perfectly, that I know of.

Q. 10. (By Mr. Kinsley.) Are they not doing away with the counterbalance in some locomotive works?

A. I do not know that they are; I do not see how they could.

Q. 11. (By the Chairman.) Did you read Mr. Lockwood's testimony?

A. I did not read his paper thoroughly; I glanced over it.

Q. 12. You did not go into it to see whether his conclusions as to the force of the blows were correct or not?

A. No, sir; I do not think it is exactly like a blow. But as regards that, as I say, engineers take account of it by adding a certain percentage, which is pretty well definitely fixed. These experiments in Europe show that in certain locomotives the pressure on one wheel might be increased 100 per cent. above what it would be if it were uniformly distributed on two wheels; that is, one wheel might be entirely loaded, and the other wheel entirely unloaded, under certain conditions.

Q. 13. The lateral strain of an engine has never been measured?

A. It has never been experimented upon, that I know of.

Q. 14. Is that an element which is provided for in building a bridge?

A. Yes, sir; the lateral bracing of a bridge is always made amply strong, or should be, and in well constructed bridges it is.

Q. 15 In this bridge was it made sufficiently strong?

A. I think so. I have not made any calculations, but it strikes me that the lateral bracing is quite sufficient.

It is my intention to analyze this testimony of Professor Swain as here quoted, in a future number of the *Magazine*, and that fact and the importance of the subject must be my excuse for imposing on your patience with the length of this communication.

William E. Lockwood.

GLEN LOCH, October 23, 1887.

P. S.—I have numbered the questions for convenience and brevity of reference hereafter. *W. E. L.*

GALVESTON, TEX., Oct. 31, 1887.

MR. EDITOR: The November advance sheets are at hand and so I resume my pen. I see by the article of Mr. E. J. Rauch, on page 654, that his opinion on question No. 3 is at variance with mine. I gave my opinion on the strength of three such mishaps and reasoning, and I must say I can't see in what manner the strain would be brought to bear, as by being towed or pushed the pressure is imparted to the frame direct, and as all wheels are on rigid axles and axles in close-fitting boxes it seems to me that the pressure would be equal throughout; at any rate I was on an engine once and we had a heavy train, so the engineer had to "hit them hard" for all the hills, and as we approached the worst hill on the division he let her out for all she was worth, and let her down in ten inches to go over a little pitch, when all of a sudden there was a thump and a terrible racket. He shut her off and called for brakes, but the train had such headway that she went on over the pitch and down the sag (about three-fourths of a mile long) and fully a half mile up the hill beyond, and when we took down the left side rod there was not a bolt in it injured. (I forgot to say she had cast her right back-pin). The engine was a 16x24 Rogers eight-wheel engine. Since then I had an experience very similar on a 17x24 Rogers eight-wheel and one on a 19x22 Baldwin hog and no indications of any injury to the other side; still, being pushed by your train and being pushed by an engine *may* be very different and I would like to know just how the strain is produced.

Now, "Vulcan," none of your sarcasm. You are right in one respect; I am just a shade under six feet and tip the beam at 182, but am a great deal more generally known

Digitized by Google

(and I take pride in it) by my ability to manipulate an Ames No. 5 than by my good looks.

In answer to "Vacuum" I will say, plugging up the steam port is practicable, but I would not advise him to do it with one cylinder head gone, as his engine would have power on that side only one-half of the time, so that the advantage gained would not compensate him for the greater amount of time required for raising the steam chest cover, but fix her like I did, viz: knock out both cylinder heads and then bring her in—looks hard, may be, but I got there, minus both cylinder heads, but of course did not take any cars. All you have to do is to raise the steam chest covers and fit blocking of your native wood in the forward ports, taking care to have a close fit and driving them down so that the valve will not catch on them, and when you start be sure you have the crank-pins in the proper place, or you may have to use a pinch bar a little.

"X-10-U-8" hits us hard from the Territory of grades. It might be practicable to bring your engine down the grade by raising the links and putting in wood blocks above the link blocks, but might burn your piston some in five miles unless you were equipped with the water brake, if backing up, the weight of the links and eccentric rods would naturally keep her in reverse motion.

I think "Amboy Division" will be inventing an engine soon with only half wheels, because, according to his calculations, the crank-pin is merely a figure-head on a half of the stroke—try again, "A. D.," and see if you can't find some use to put your crank to while it is below the axle.

"S" gives some good advice about learning our business as firemen first, and I will say for myself I commenced on the Southern Pacific, in 1879, and since then have been what is termed a rolling stone. My experience embraces about nine or ten different roads, and engines varying from 13x18 inch narrow gauge to a 22x22 Baldwin standard gauge "consolidated" engine, of almost all classes and builds, and have got steam out of engines with one and two shovels of coal at a time, where the engineer would get excited on account of the small amount of coal put in at a time and cry out, "you want to load her here," but somehow or other she would go along with plenty of steam in spite of the small amount of coal put in at a time, and right here I will say four-fifths of the firemen to-day fire engines altogether too heavy, chuck in five or six shovels of coal and get up on the seat and ride, and when they approach a hill they seem anxious to get it all in at once. I have found good results in just keeping good fire while taking a run for a hill, say two or three shovels well scattered at each fire until she gets down to her work on the hill, then one at a time. Watch her close and study your engineer. I have fired about 200 different engines for about five times as many engineers, and I find a man does well to study his engineer. After we get to be good firemen we can commence to study the other side of the house, but don't go at it too fast. What would you think of a boy who could not add 2 plus 1, starting to school and going into ratio and proportion the first thing? Rather simple, eh!

Now I want to ask a question: What is *lead*, so much talked about and yet so little understood? You hear so often: "My engine has $\frac{1}{4}$ or $\frac{1}{2}$ lead, and maybe you think she can't run," or, "my engine would be a dandy if she only had a little more lead." Now the machinists tell me that lead is simply cushion for the piston, that it is adjusted without regard to the reverse lever, with a piece of tin so that when the piston reaches either end of its stroke, the valve will have uncovered the port just that amount so as to admit steam to the cylinder to cushion the piston, yet you hear engineers say, "when you hook her up in 6 inches it gives her $\frac{3}{16}$ lead." Now in my estimation, if the thickness of a piece of tin is sufficient to cushion the piston, $\frac{3}{8}$ would be enough to knock your cylinder head so far that you would have to get a search warrant to find it. None of these loquacious engineers on the subject of lead could ever tell me *what lead was*, and I had to turn to machinists to get a definition of *lead*.

Yours fraternally, *Eccentric Strap.*

CLEVELAND, O., Oct. 30, 1887.

MR. EDITOR: I have become somewhat interested in your *Magazine*, and especially the Mechanical Department, which reflects credit on its management and everybody who contributes to it.

Air your opinions, boys, and if you are wrong and you find it out, that's a point scored in your favor. I am about to ventilate some of my ideas, and the person who proves that I am wrong will not be half as much pleased as myself.

E. J. Rauch explains why an engine wears the guides differently when working in forward and back motion, and is all right until he says the lower guides are worn when going ahead and the upper ones when backing up. I think he must have written in a hurry and the opinion he gives is the result of an oversight. At any rate it is wrong.

"Eccentric Strap" claims that when an engine is going ahead and the piston is on the backward stroke, the pressure is about the same on the top and bottom guides, but I claim that the pressure is all against the top guides when working in the forward motion, and is the same when making the forward as when making the back stroke of the piston (minus the weight of rod and cross-

Digitized by Google

head), because when the pin is on the lower quarter it brings the rod as much out of line as when the pin is on the upper quarter, and steam exerts as much power on the piston while making the forward stroke as when making the back stroke (minus the area of the piston rod) and has the same leverage to force the cross-head up against the guides while making the backward stroke as it has to pull the cross-head against the upper guides when making the forward stroke The reverse is the case when backing, for then the pressure is on the lower guides.

And right here is the proper place to explain why an engine slips more when backing than when going ahead. When an engine is working in the forward motion there is considerable upward pressure against the top guides, and whatever that pressure amounts to, it is added to the tractive power of the engine by reason of the downward pressure of the main rod when the piston is making the backward stroke, and pulling the wheel down at the same angle when making the forward stroke. And the shorter the main rod the greater would be this added weight, on account of the increased angularity of the rod. The nearer the rod attained a perpendicular position the more direct and greater the downward pressure against the rail at the lower quarter and the stronger the downward pull from the upper quarter. In the back motion it is just the reverse; instead of adding weight to the drivers you take it off. An engine working in the forward motion has more weight on her forward or main drivers than the mere weight of boiler and machinery, while working in the back motion she has less, and that is the reason why she slips more in the back motion.

Another article I thought not quite right was in regard to an engine slipping more when cut back than when working full stroke. The reason the engine slips is because the power of the cylinders overcomes the friction of the driving wheels on the rail, which varies according to the condition of rail and tire, and if the rail is bad, 130 pounds pressure to the square inch of piston is going to make her slip whether the lever be in full stroke or cut back. The reason why an engine slips most when cut back is because an engineer always uses a wider throttle with the lever in that position, and consequently the steam is admitted to the cylinder at full boiler pressure which is not often done when the lever is in the extreme forward notch, and when it is, the engineer reaches mechanically for the sand-lever. I will admit that you can pull a train on a bad rail with the lever in the corner better than when cut back, because you can use all the steam she will barely stand without slipping and use it for twenty-one inches to the stroke. If she were cut back you could not do that. But this talk about back-pressure is not sound. No good engineer works an engine so as to have an undue amount of back-pressure, because he places his lever in position proportionate to the speed of the engine.

The last few lines also cover another point I noticed in the *Magazine* about approaching and pulling up a grade. An engine should be, and good engines are, proportioned so that they can be worked in the notch where they will do the most work at all times, and a good engineer will not stall with a good engine unless she be loaded beyond her capacity. With poor handling the best engine will run out of steam and water, and sometimes stall with all the steam she can carry.

Paul.

Some Figures.

MR. EDITOR:—The following extract from the financial columns of the New York *World* of August 27, 1887, will serve us as a basis for some thoughts and figures on railroad finances:

"Poor's Manual" for 1887, will shortly be issued, and advance sheets of the introduction were given out to-day. Among the tables contained therein is the following mileage exhibit for calendar and fiscal years:

	Miles
Length of track laid up to Dec. 31, 1886	137,986.19
Of which were completed up to the close of the fiscal years of the respective companies	133,606.56
Completed since the close of their fiscal years	4,379.63
Increase of mileage in the calendar year 1886 (7.8 per cent)	9,000.48
Increase of mileage in the fiscal year 1886 (4 6 per cent)	5,877.11

The capital stock and funded and other debt of the companies owning 133,606 miles are given at $8,378,073,846 and the assets at $8,548,315,333, showing an excess of assets over liabilities of $171,641,487. Statistics of operations were received from 125,146 miles, and the gross earnings were $822,141,359; operating expenses, $524,880,334, and net earnings $297,311 615. Other income swelled the net receipts to $363,511,704. The payments from the net resources reached $344,128,755, of which $182,884,990 were for interest, $80,094,128 for dividends and $53,888,906 for rentals. The gross earnings compare with $765,310,519 in 1885. This large gain is due not alone to the construction of new mileage but also to the improvement in the general business of the country, which has greatly swelled the receipts of the railroads.

In the first place, we notice that we commenced the year 1887 with nearly 138,000 miles (in round numbers) of railroad in full operation in this country, which shows an increase of a trifle over 9,000 miles during the year 1886, or 7.8 per cent, or in other words, for every thirteen miles in use at the beginning of 1886 we had fourteen miles on the first of January, 1887. All this vast net work of roads has been built in fifty years' time, and by far the greatest portion within the last twenty years, and the end is not yet reached, for while 9,000 miles were built last year it has been estimated by competent authorities, that the present year will add

Digitized by Google

an aggregate total of 10,000 miles more of new road to the grand total of 138,000 miles previously reported. This is an astonishing record for a half century of progress, and in order to comprehend what it really means, it is necessary to take up some of the other figures.

The valuation of the railroad property of the country is given under the head of assets at over $8,548,000,000, which is at the rate of nearly $64,000 for each mile of road. This, of course, includes the cost of the right of way, construction of road, depots and terminals, with the equipment of rolling stock in the way of locomotives and cars, and the plant for their repair and maintenance. The mind can hardly conceive the magnitude of the sum, $8,548,000,000, for even if one of the most rapid cashiers were to count such a sum he would have to do it at the rate of $1,000 each minute for eight hours each day in order to finish the job in fifty years' time. While the Vanderbilt estate was called immense, it would require a number of Vanderbilts with Jay Gould, Sidney Dillon, Russell Sage, Cyrus W. Fields and other railroad magnates thrown in, to come anywhere near this grand figure. This goes very far to prove that a large percentage of the railroads are not owned by these men, but that a large amount of securities must be owned by comparatively small holders, with whose names the general public do not become acquainted, but whose money, nevertheless, is invested in these enterprises, and thus helps on the developement of the country.

Next, we note that the stock, funded and other debt of the railroads amounts to the sum of $8,378,000,000, which deducted from the valuation, leaves them worth $171,000,000 clear of all debts. This is another encouraging item, for it shows that taken as an average, the roads are accumulating some wealth in various ways.

The gross earnings of these roads during the year are given at $822,141,359. "Over $822,000,000 paid to these grasping corporations," cries the political demagogue; but not quite so fast my friend. While this $822,000,000 is a great sum there have been a few items of operating expenses, such as the wages for the vast army of railway employees engaged in the various branches of the service, material for repairs and reconstruction, and fuel and oil for the machinery. These operating expenses are put at nearly $525,000,000, leaving only $297,000,000 out of the $822,000,000. Other items of income, such as rents, increase the net balance to a little over $363,500,000.

Now while we often quote that "The laborer is worthy of his hire," it must also be conceded that capital is worthy of interest, and now let us see how much interest is being paid on the $8,548,000,000 invested in railroads. We find that the interest on bonds and other debts, the dividends on stock and the rentals paid, take nearly $317,000,000. This, it is true, seems like a good round sum, but when we remember that this is all the return, profit or interest which is derived from the investment of over $8,548,000,000 we find that it is only at the rate of a little over 3¼ per cent. Legal interest has been fixed in most of the States at 6 per cent., and ranging up to 10 per cent. in some, yet here we find that the railroads get only a little over half as much interest on their investment as could be had on the capital if loaned on real estate at the lowest legal rate. Before charging extortion, monopoly, pools and all the crimes of that calendar on the railroads, let us reflect that few of us would care to invest a spare $100 in a business and run the risk of realizing nothing, or at best an average of $3.50 for its use for a whole year. But this is what the "bloated bond and stockholders" are actually receiving on their investments. Some of the roads have watered their stock," but in most cases, no doubt, honest valuation has prevailed, and if this be the case, no one ought to complain of the greed and avarice of these companies.

We have still about $46,000,000 to account for out of the surplus, but this is only one-half of one per cent. on the total cost, and even if it had been distributed with the other interest it would have made it 4 per cent. only It has been retained for purposes of improvement, and while it may thus increase the value of the properties, and also indirectly result to the advantage of the security holder, it does not add to his yearly income, and it may be years before the holder will receive any benefit therefrom. The above calculation takes all the roads in a general average, and while some roads do not even come up to this rather meagre income, some of them do make even as high as 11 per cent. on their investment. This state of fortunate affairs may be caused by good management, but more frequently it will be found to be the result of the expansion of business, caused by the developement of the agricultural or mineral resources, or the establishment of manufactories in the section traversed, and also by being found on the line of the great East and West traffic of the country. Some of the grand trunk lines which now span the continent were at first mere local roads, built to connect a few prominent towns or villages, but as business developed they were extended and consolidated and merged with others on the same general line, thus finally forming one grand through route from very small and insignificant beginnings. Let us therefore be slow to give expression to our ungrounded ideas of the rapacity of railroad corporations, and remember that if

Digitized by Google

we had money at interest which was netting us but 3½ per cent. a year we might be just as anxious to increase on our income as many of the railroad magnates seem to be, and while thus appplying the golden rule, may we learn to practice a little charity toward others, who are no worse than we would be under similar circumstances.

MR. EDITOR:—"Noname," of Chicago, thinks my September explanation of his query a failure regarding maximum air pressure that may be attained with a given boiler pressure on a "Standard" Westinghouse air pump. So it will be necessary for me to say that I still uphold my former explanation, and will now see if I can better convince him, and will start out by saying: First, Westinghouse does not build a No. 6 pump. Second, they do not put pop-valves on any air pump. Third, the relative area of both steam and air cylinders are the same in the "Standard" pump only. Fourth, expansion of steam and evaporation of air cuts no figure as far as your question is concerned. Fifth, these pumps discharge their air in main reservoir.

I will not mention the other two sizes of pumps manufactured by this great maker, but confine myself to the medium size, the "Standard," which is always furnished for "Standard" gauge locomotives, unless special orders are given for another size, when it will be furnished at specified cost. As for the No. 6 pump you refer to, this company does not build them, and that you may clearly understand the following, it will be necessary to forget about the No. 6 pump and confine yourself to the "Standard." So, considering the relative areas of the main pistons to be the same, and each containing about twenty-eight square inches, and with a steam pressure of 125 pounds will cause said pistons to move with a force of 3,500 pounds, and continue to do so until the air piston will have accumulated an equal pressure, whether it be evaporated air, oil, whisky, water or any other liquid or fluid, when it will cease to move, due to an equilibrum being formed in the cylinders pound for pound. Now that the pistons have become stationary, where does Mr. Augus Sinclair's "momentum of pistons" get in their work to cause air to attain a pressure of 145 pounds per square inch? And what has the auxiliary reservoir got to do with the power of a pump you say he told you of? This looks absurd, because in every stroke of the pump under the above conditions, you get 560 pounds more out of it than was put in, and if this be true, perpetual motion men have a chance yet. Now, I desire you to explain to me your assertion that "there is more power in a pound of steam than in a pound of air," and what is "evaporated air?" and where can I get some?

You say you cannot answer my question on air, but "you are conceited enough" to tell "Cottonwood" why an engine slips. I suggest that you refer him to my explanation in October number endorsed by "Vulcan" in November, and tell him you were wrong in saying that a slide-valve travels faster when the lever is cut back. And allow me to explain this: First, by supposing, with the reverse lever in the corner notch, the valve travels 4½ inches during one stroke of the piston, and second, with the lever cut back to mid-gear or to center notch, with a travel of say 2 inches on the valve during the same length of time (one stroke of the piston), shows us that in the latter case the valve does not travel *half* so fast as in the former.

"Elevated Fireman" wants to know why crank-pins run hot one way and cold the other. I would say I have often experienced the same thing, and attribute it to the following: With a road engine the pins wear flat or oval on one side, and of course brasses also assume this shape on their bearing faces, so that in backing up, these brasses which are worn out of round come in contact with the opposite side of the pin, whose circumference has the form of a true circle, and under these conditions there is a poor bearing, hence the heating.

I see in the *Engineers' Journal*, cuts and plans showing a new invention, patented by Mr. John R. Pease, of Memphis, Tenn., for utilizing heat from escaping gases in the smoke-box, by having a coil of pipe wound round and round inside of said smoke-box or front end, conducting the heat back through the train aided by a pump whose piston is operated by the Westinghouse air pump, to be used in heating coaches. It strikes me, so far as the locomotive is concerned, that we are at the present time, including spark arrester and the above invention, getting too much weight on the forward trucks and beyond the center bearing of same, which has a tendency to lessen the weight on the driving wheels, and some builders are putting the main air drum forward also.

I once ran a Hinkley Mogul which had 18x24 cylinders with ¾ of an inch outside lap on each end of the slide valves and line and line inside, and while running down hill with throttle closed and lever in corner, at most any speed, there was not the slightest jar, but just let me undertake to open the throttle a little, or cut her back; in either case the engine felt as though she would strip herself of rods, pins and everything else, and made riding very uncomfortable.

Now will some of the theorists on "hammer-blow" enlighten me concerning this point?

Glad to see the Mechanical Department having a boom. *Poly* ——.

Digitized by Google

MR. EDITOR:—The November *Magzine* is again at hand, and still shows an ever increasing interest in this department, showing that the members of our Order are wide-awake, ready to study and learn, which is also an indication that they will be able to fill the higher position, to which every fireman has a right to aspire, but for which he ought also to qualify himself by diligent pursuit of knowledge in his line of business, and some outside of it, will not come amiss sometimes. This reminds me of that question, asked by "F. H. Barrelle," in regard to switching those cars out of "Dyer's spur track," which is not exactly in our line of business, but comes very near it. I have studied the problem quite some, and passed it around among the brakemen and conductors, but have not found any one able to demonstrate how to do it, with all the restrictions stated. Before passing it around I had become nearly positive that it could not be done, if the cars are to be handled by the locomotive except by staking, by which method you would have the cars ahead of the locomotive. "A fly" is not possible under the circumstances, even if it were not prohibited, and the switch-rope is also useless in that case. The problem comes down to one of two points every time, no matter how much "shifting," or "sawing back and forth," is done. Whenever you can handle the last car of your train on the main track, which is one of the cars you wish to leave in the switch, you will have eight (8) cars in the switch, or else you will have room for one car in the switch, and have nine (9) cars on the main track, thus not being able to pull the last car, and failing in both instances. Suppose we change the problem and take only one (1) car in the train, one (1) car in the switch, and the locomotive to handle only one (1) car, without "staking," "flying," or "roping." Can "Barrelle," or any one else, see how the cars can be turned about? The easiest way to accomplish the purpose, would be to run past the switch, with the eight (8) cars in your train. Then push the first car in the switch out on the main track, and back over the frog on the main track, by hand power. As the distance is not great this could, no doubt, be done, as I see nothing in "Barrelle's" problem prohibiting this move. Then back the train of eight (8) cars into the switch, leaving one (1) car in the place of the one (1) car pushed out by hand. Then run out on main track with the seven (7) cars, and push the one (1) car back far enough to make room for eight (8) cars from the frog. Leave one (1) of the train cars on the main track, with the hand switched car. Run ahead with the six (6) train cars and couple to the one (1) train car before left in the switch. You have now seven (7) train cars next to the locomotive, and can set the seven (7) switch cars out on the main track one at a time, thus clearing the switch. When the switch is clear it is an easy matter to set in the seven (7) train cars, which are next to the locomotive, and running out on the main track, hook fast to the seven (7) switched cars, and the one (1) train car before left on the main track, and set the latter in the switch. After this, couple up to the hand switched car, first moved, and your train is switched, ready to go and with the locomotive at the front as it ought to be. This appears to be the best and most feasible way I could suggest, but, of course, experts in switching might suggest other ways, but I do not believe any way can be devised by which all the cars are to be placed by the locomotive alone, under the restrictions stated.

"Another Elevated Fireman" asks three questions in the "October *Magazine*," which I failed to answer in "November," but they have been so fully and ably answered by Mr. Rauch, and also in nearly full accord with my views, that I hope "A. E. F." will release me from the promise made to answer him, except in so far as query three (3) is concerned. I knew of an instance where an engineer took down the side rods on his locomotive, on one side only, and brought in part of a train with her, but after putting away the train he inadvertently slipped her a little, and the side rod bound in such a way as to block the wheels, and had to be taken down then within 300 yards of the round house. This seems to indicate to me that if slipping can be eliminated from the problem, as it certainly is when a locomotive is pushed, or towed, there would be no harm done, but if run under steam, there is certainly danger of slipping her, and thus causing damage.

As "Poly —" is answering "E. P. B." on the air brake question, I hope they will excuse me for not entering the affray just yet, and suffer me to take up the November correspondence.

Mr. Rauch recommends the *Magazine* as worthy of careful study, and is pleased to refer to my article on carrying water in locomotive boilers as good reading. I have ever endeavored to keep my eyes and ears open, and have never been satisfied to accept results, without looking for the cause; or, in other words, was ever asking myself and others, for the reason "*why*." If I have in this way benefitted myself, I do not propose to withhold the information from others, but give my experience in order that others, if they desire to, may profit by it, and be led to do better work than they could without it. "Cast thy bread upon the waters for thou shalt find it after many days," has again come true, for I had lost hope of ever hearing any comments, either good or bad, on that February article, but find Mr. Rauch has not overlooked, or forgotten it, and this,

Digitized by Google

in itself, I regard as ample compensation, for the time and labor used, in the production of said article. Mr. Rauch thinks that one-third of all the locomotives are kept too full of water, but I think the percentage is far greater than that. While the cold water introduced into a large quantity of hot water, does not chill it as it would a smaller quantity, yet how heavy, laggy and wet, the steam must be, which has only a few inches in the wagon top of the boiler, and sometimes only the dome, in which to separate itself from the water.

I am sorry that we cannot quite agree, on running an engine with eccentrics on other than the driving axle. However, we can call that "a draw," and wait for some more propitious time to finish on that point. Mr. Rauch gives some more glass-cutting receipts, which are worth making a note of. As we agree on "R. Ockerarm's" query nothing more need be said by me on that point.

"S" makes his debut as a correspondent, and it is evident that he is an earnest student, and desires to be "posted" in his business. In commenting on the "Coleman" review, I take it that it was the author's idea that the fire-box had to be taken as we found it, because we could not have it rebuilt to suit our notions or ideas, but that we should try to study its peculiarity, and if not satisfied with its performance, make or have such changes made, as the circumstances seem to demand. That it is sometimes a mere trifle, was proven to me very early in my history as a fireman, for it was my good (?) fortune, to do my first firing on a locomotive which had an unsavory reputation as a poor steamer, and otherwise inefficient machine. I put in nine or ten months of hard work on her, cleaning fires from four to seven times in the one hundred miles, burning (?) from five to seven tons of hard coal during the time, and being obliged to use blower and injector whenever we stopped. During a short sickness of my regular engineer, another one was put in charge, and he concluded the locomotive could be made to steam, and did make her a free steamer, by simply raising the petti-coat, or draft-pipe, one and a half inches higher than he found it. When I state the fact that I fired her a round trip afterwards without using the poker or corner bar and with about four tons of coal, the importance of trifling changes may be made apparent. This locomotive would make steam after this slight change was made, no matter how the fire was carried, for if you had time enough, you could put in coal enough for a three or four mile up grade run, or if time was short, and you could not put in enough at the stations, you could feed her and thus keep up the supply without any marked change on the gauge. This interchange of experiences is what will help each one to a better understanding of the problems of combustion, and if more of our members would give us the benefit of theirs, it would prove of more general benefit.

"An honest confession is good for the soul," Bro. "Vacuum," but it is also one of the hardest things in life to say "I was wrong," yet Bro. "Vacuum" has done it, boldly and neatly. I am sure that he does not need my pardon at all, for I did not think that he had committed any offense for thinking differently in regard to the turned-down eccentric, and for having the manhood to defend his convictions. I and all other correspondents are but human, and therefore not infallible, and in these discussions it may happen that "Vulcan" will be proven in error, but when that time comes, "Vulcan" will try to imitate the bright example of "Vacuum," and say, "*I was wrong and ask your pardon.*"

It could be possible to so fit a piece of wood into the forward steam port at the seat, as to shut the steam off from that passage, even when the valve opened the port, and it might also be possible to fit a piece of board into the steam way opening in the cylinder, and by driving it in and fitting a couple of sticks as braces, with the other end against the opposite side of cylinder, it might be kept in place, but both methods would require tools and accurate fitting, such as could not be readily done on the road, and the first plan would also require a lifting of the steam chest, in order to get at the port. Perhaps the most practical way in the case stated by "Vacuum," would be to disconnect, as the other side would take her in, and as every locomotive is supposed to have tools enough to disconnect with.

As I said before in answer to "Cottonwood," when a locomotive is working in full stroke she cannot travel as fast as when "hooked up," because it takes a longer time to release a cylinder full of steam, than one only one-fourth, or one-third full, and there is therefore more back pressure to overcome. It would appear from this, to be poor policy, to attempt to run the locomotive at the foot of the hill in full stroke, for if hooked back she could make the start up the hill faster, and keep her speed better. Then as the grade made her slow up, drop her down a notch at a time to keep her going, and the hill can be surmounted.

Mr. Lockwood in his reply to Mr. Rauch, has a remark directed to me near the close of his article on page 661, November *Magazine*. He uses the word "*rotation*," and says "*rolling, if 'Vulcan' likes it better.*" Now I do like the term "*rolling*," better, because it means just what we have been writing about for some time, and "*rotation*" does not, until you help it by "*translation.*" To make the sense plain, let us take the familiar

Digitized by Google

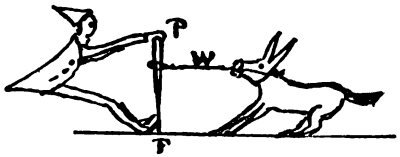
grindstone, hung by its axle in the frame. When a man is grinding a tool he gets some one to *rotate the stone*. This is exactly the proper term for it, and more correct than the ordinary expression, "turn the grindstone." Now this rotation of the grindstone has nothing of a "*roll*" about it, and the stone might be kept in rotation for eternity, and would not get away from the frame, but when we speak of *rolling* a thing it has a different meaning, and implies getting away from one place to another. For this reason I like the term rolling, even if it sounds common.

"Amboy Division" is on hand again with an illustrated article, in which he seeks to controvert my ideas on the wheel in position under a locomotive. A loose wheel is governed by just such principles as "Amboy Division" states in this article. Its fulcrum is the rail or point of contact with the ground, the power is applied by the man's hand at the other end of the lever, and the resistance is the "pull back" of that nondescript animal, with the hog's nose, mule's ears, and dog's tail, which we will not name. I thought from "Amboy Division's" "Imp" article, that he fully understood that the wheels under a locomotive, driven by the main rod, are subject to different laws, and as I do not wish to tire our readers by a repetition, I will simply call "Amboy's" attention to my comments on his "Imp" article, on page 650, of November *Magazine*, in which I have endeavored to show the difference.

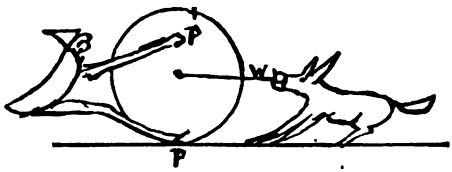
After reading those comments let us return to look at "Amboy Division's" article on page 661 of November *Magazine*. In his illustration it seems to be "nip and tuck" between the man and the *animal*, but of course our sympathies are with the man, and as he has the "upper hold" or longer leverage to work on, we hope he will get the advantage over that *stubborn animal*, but in revolving as a wheel the time would come when the man would get the under hold, or have a hold between his feet and the point where the animal is holding back. In that position I am afraid the man would be overpowered by the animal. This would chime in with Mr. Lockwood's strong and weak points in a locomotive, on which I have given my ideas on page 507 of the October *Magazine*, for which reasons I do not believe they exist, and, according to "Amboy's" former article, I was led to believe that he did not, either.

When "Amboy" applies his idea to the driving wheel (Fig. 1, page 662), he says, "there is a lever in use, constantly varying, but always of the second class, and with fulcrum always on the track."

Take the position of Fig. 1. which we will call the left main driver, with front end to the left hand of the reader. Suppose P to represent the pull of main rod, and W the weight resting on axles, to be overcome. Let



F be the fulcrum. This would be a lever of the second class, according to "Amboy"; weight between fulcrum and power. Skipping Fig. 2, let us look at Fig. 3. The wheel



has just made a halt of a revolution. According to "Amboy" fulcrum is at F., power and weight at axle, while I thought the power was derived from the hold the rod had on the crank-pin. "Amboy" said "always of the second class," yet now he brings both power and weight to the same spot, thus showing that according to his ideas the lever is not the same. Still I hold that the driving wheel is a lever of the second class, fully complete in all its details, but the fulcrum which "Amboy" finds on the rail is, according to my idea, a fourth factor in the matter by which we gain locomotion. I claim that before a locomotive touches the rail she can be a complete engine, and if run in that condition there would be no doubt that the power is at the crank-pin, the weight resting on the outside of the axle, and the *center of the axle itself* forming the fulcrum, for that is point at rest, and on which the lever moves. I have said a locomotive could earn money in that shape, if the drivers had belts applied by means of which machinery was driven, but in use on a railroad the process is reversed, and instead of a locomotive by contact with its iron belt, drawing the stations along to and past it, it being the lighter of the two, is by its action drawn up to and past them. I hope this will make the matter plain to our inquiring friends that a driver is a lever of the second class, having power at the crank-pin, fulcrum in the *center of axle*, with the weight resting against the outside of axle and conveying to it the resistance of the locomotive and train to motion, while the rail acts as a brake, until "bite" enough is obtained to make it a belt, by which motion is obtained. I do not want anyone to take any of my statement for facts unless the reasons I bring for my theory are sufficiently plain to convince them, and therefore desire the reader to fully investigate every statement, and if they do not appear

Digitized by Google

to be correct, find out what is right and let us hear from them.

"Poly ——" has some comments on "How to run a Locomotive," and says that seven-tenths of the locomotive engineers of his acquaintance run with partly closed throttles, and is nearly ready to take it for granted that because the majority do so it must be right. This is not always true, for while Watts invented steam engines, Stephenson built the first locomotives, and Fitch and Fulton the first steamboats, the rest of mankind, almost without exception, laughed and sneered and predicted failure. Time has shown us who was right, and so time will prove that the man who runs his locomotive hooked up as close to the center as possible, with the throttle wide open, is the one who uses the best economy and deserves the best pay from the company which employs him.

We desire to have the highest pressure we dare carry on our boilers, and use every means to have it, but after being at pains to get it what is the use of "wire drawing" it by a small opening of the throttle, which retards the steam and thus does not allow the steam to press against the piston with even two-thirds of the boiler pressure which has been laid down as a general rule. Again, if the steam is thus "wire drawn," it is so weak that the lever has to be worked further down, producing bad results.

A very marked instance of this kind came to my notice some years ago. A "Cooke" locomotive used to wild cat over the road. In coming up some of our steep grades she would make good time with a full throttle and the lever in the 8-inch cut-off. If she went back a little in steam, it would become necessary to run on the 11-inch cut-off, to keep up the speed. Now while running on 8 inches the right hand pump would keep her full of water, but if worked on 11 inches she would lose water all the time. What made the difference? Not the pump; for that would throw about as much water in each case, but the loss in water is caused by the greater amount of steam, and of course water, used by the locomotive while running on the 11-inch notch. This practical test, followed by a course of firing for two engineers, running the same locomotive on two different plans, forced me to the conclusion that if economy is to be practiced, the shorter the cut-off the lighter the fuel bill will be.

Mr. Rauch has some good advice to "S. E. S" and firemen in general which they will do well to heed, but in advising the avoidance of a boomerang, Mr. Rauch has thrown one himself in his words on promotion. In one paragraph he thinks that it was not exactly wise and prudent for the firemen to insist on promotion from their ranks instead of strangers being hired, and yet in the next paragraph he admits that promotion to the capable and tried firemen is only a just reward of merit. Now what is *just* must also be *right*, and all means to help the right ought to be commended. It is true there are engineers running about the country *looking for work*, so there are of firemen, of carpenters, of masons, of shoemakers, of tailors and every other trade, but in nearly every instance it is *not the work* they are after so much as some good, easy job, where they would get big pay. Others again, if they get into difficulty on their road and get discharged, will "hang about" the offices of the company begging to be taken back, well aware of the fact that a slight examination by other officials would reveal a lack of knowledge of their business which would prevent their employment. The last part of Mr. Rauch's article can be summed up in the one sentence, or in fact the two words: "Be men." There is a great deal of significance in these words. It means the cultivation of everything good, true and noble, and the extermination of everything evil, false and low. Let us use this as a watchword and "be men" every time and all the time, and there will be no necessity for you to look for work, but the reverse will be the case—jobs will come to you, or you will hold your job as long as you want it.

"Eccentric Strap" gives us another very good article, fully agreeing with my answer to "A. E. F." I am also glad to find that he so fully concurs in my ideas on the fulcrum, power and weight as located in a driver, and also that "Eccentric Strap" is in favor of learning all we can, and that 290 had taken so good a step toward acquiring knowledge as to introduce a discussion of mechanical subjects in the Lodge-room. No doubt many other Lodges would be greatly benefitted by pursuing a similar course. As I have given my ideas on the disconnected locomotive, I refrain from again opening this subject, even if "Eccentric Strap" does not quite agree on this point.

"O. S. L." "comes down" too hard on "Vacuum" for criticising my article on the throw of the eccentric, and while I am glad to have "O. S. L." to help on my side of the question, I hope he will be magnanimous and freely extend pardon to "Vacuum," for the manly principle his article evinces proves him a "foeman worthy of our steel," and of all due respect.

"Noname" agrees with me in saying that under some conditions, more air pressure might be obtained than there is of steam, but I cannot believe that steam pressure is more powerful than air pressure, but in ordinary circumstances air pressure is quickest relieved, because it is generated much slower than steam and the air cylinders are so much smaller. As we agree on "Cottonwood's" query about slipping it is not necessary to go into that question again,

Digitized by Google

but I hope "Noname" will become a famous name in the *Magazine*.

"X-10-U-8" says my former answer to "Water Glass" is right, and puts another query which is a rather tough one, and one which ought not to happen to a locomotive. Reverse lever broken, no tender brake (nor driver brakes I suppose) and over 600 feet of a hill to descend. It is not a pleasant job to think of, but could be done. The easiest way I could think of would be to put blocks in the link and tie them so as to have the valve in back gear, say about half way between the center and full back gear. This would check her speed if run down forward, but if she should run too fast, she could be slowed by admitting a little steam to the cylinders, and have that act as a cushion. With cylinder cocks open and a moderate speed, I think she could be let down the hill safely, but it would require caution and nerve to do it. *Vulcan.*

CLEVELAND, O., Nov. 10, 1887.

MR. EDITOR:—In the November *Magazine* I saw an article signed "S." in which the writer begins by advising firemen to thoroughly consider the combustion of the coal they use, the proper adjustment of dampers furnace doors, etc. You might educate yourself so as to know the proportions of substances the coal contained, the amount of heat it would produce, the quantity steam it would generate and still be a very poor fireman. As to the adjustment of damper and door, I will say keep one damper open and the door continually closed while the engine is working, break your coal moderately small, so as to make each shovelful cover as much space as possible, give her a little at a time and as often as she will burn it well, and if you don't get steam it is not your fault.

It is perfectly right that an engineer should use his own judgment, as to size of nozzle used on his engine, and if, after running an engine sufficiently long, he did not know, it would be very natural for him to become offended if you attempted to educate him, for the reason that any man who takes no interest in his business or is too big-headed or conceited to ask information from men of greater experience than himself, would certainly not be the kind of a man to be thankful to you for any suggestion you might offer, and if you are firing for such a man, accept the situation, like a true philosopher, and thank the Lord that there is at least one man in the world who knows less than yourself. Another way to look at it: The fireman likes the nozzle so small that the engine will steam, no matter how she is fired. The engineer likes the nozzle large, so as to insure the free working of the engine, even though it makes the fireman hustle to keep her hot, and who knows but that same engineer whom you say allowed the nozzle to be made smaller, at your suggestion, knew all the time that if the engine was properly fired it would make plenty of steam. At any rate, your process of throwing in the coal, raking it through the grates and hoeing it out of the ash pan was wrong and if she made enough or nearly enough steam by that method, she would, I think, make enough steam, if properly fired, with the larger nozzle.

Young man, let me tell you one thing that has probably not occured to your mind. Engineers are all enginemen, from the fact that they graduate from the ranks of the firemen. The fireman is not, necessarily an engineman; when hired, he may graduate from a cheese factory or saw mill. There is a greater percentage of poor firemen than poor engineers, because only a small percentage of the men who go firing ever become engineers, and the best firemen are always promoted in preference to the useless ones.

My young friend, I admire your style; you seem to do some thinking on your own hook and that same "go-aheadativeness" you have displayed in writing your opinions showed you had the courage of your convictions and when tempered by age and experience those qualifications will be very valuable to you. The man who is always afraid he is wrong will never express himself and for that reason is liable to remain wrong. Lack of confidence means lack of ability, confidence comes with knowledge and useful knowledge is composed largely of ideas filtered by the process of argument. Your answer to "Tallow-pot" is wrong. Open the steam plug on one of your valve oil cups and you will find the steam will go from one cylinder to the other through the steam pipes. Very truly yours,

Salathiel Washburne.

WILLIAMSBURG, VA., Nov. 10, 1887.

MR. EDITOR:—In your *Magazine* for September, "Dock" asks for some one to set the ball rolling on the subject of combustion, and he has, himself, given it a kick in the right direction when he tells us he improved his fire by opening the door a little after putting in fresh coal. His next study should be if a thin column of air crossing the fire and going direct to the flues tending upwards improves combustion so much, what would be the effect of the same quantity of air thrown broadcast on the fire by an inverted scoop pointing downwards. I have handled many contrivances to help combustion and consume the smoke, but the brick-arch (if properly put on) and the deflector or inverted scoop is the most perfect appliance I have yet seen and I have used them many years. And where men are accustomed to them,

Digitized by Google

they can't get along without them. No doubt we got along without them before they were invented, and we got along with the old Gab or hook motion before we got the expansion link, but we won't go back there again I feel it is a delicate matter to advocate those "fixings" that have been in use over thirty years amongst the highly intelligent mechanics who contribute useful information to this journal, but the fact that they are so necessary for comfort and economy on roads where I have been, makes it seem strange to me they are not in use here, where we are treated to a total eclipse of the sun for a few minutes after a train passes; it would certainly be economy to burn the smoke. Other appliances to help combustion were a row of holes all around the fire box about five inches above the leg ring and filled in with inch pipe; again, we had the front of the furnace cut away square below the flue-plate and the space filled with upright grate-bars; we had also skeleton furnace doors with a deep ring inside and a plate on front hinged at the top, which kept it air tight when standing and open with every exhaust but the arch and deflector were the only real smoke consumers.

"F. X. H." can make an excellent gauge glass cutter by breaking the point of a rat-tail file and using it just the same as his forged tool.

An experienced engineer will never go at a heavy up grade in full gear, but let her have it as she needs it. Before the link was invented we had only three nicks in our quadrant; forward, back and center, and when we got the link we used it for all it was worth from center to full gear with the throttle full open.

As eccentrics are getting thoroughly overhauled please tell the young fellows that I have worked upon a locomotive that could only be reversed by shifting the eccentrics. She was built by Robert Stevenson, assisted probably by the grand old man, his father, and was intended to supersede the old Gab, but it happened just then that the expansion link was in the inventive incubator and burst its shell with a force that knocked every other contrivance off the track, so she never was used as a train engine, but was hired out to contractors to build roads. The eccentrics moved on horizontal slots on the shaft, she reversed by a wheel similar to the tender brake wheel, it had three notches on the lower half with a strong spring catch to fit them, and a padded knee plate to release it, and one handle at the top that reversed her so easily that a child of eight years could do it. The other appliances were between the driving shaft and fire box, a rack and pinion, bell crank and some little levers. She was in for repairs in 1849, and I got her to shunt a day or two. She was at the same work in '69, and may be yet for all I know.

I would also tell the young fellows that the locomotive that hauled the lumber for Noah's ark was still more curious. She had one peculiarity, that no two men could be found to work with the same eccentrics, each man carried his own—but to describe her further might be considered too much of the retrograde in these progressive days. I shall let her rest except some one asks for particulars. Hoping I have not overtaxed your patience, believe me yours respectfully,

Wm. Gore.

HAMILTON, ONT., October 15, 1887.

MR. EDITOR:—I now take my pen to ask some of our experienced firemen a few questions on firing. Our east freight yard and passenger depot are joined together. We have been served with a special notice that we must not make any smoke at or near the depot, under the penalty of two dollars fine for engineeers and one dollar fine for firemen. The condition our engines are in and the coal we get, make it impossible to do without a little smoke in building up our fires and getting ready to start. It is only the passenger men that get the same engine every day. The freight men get any engine they can get hold of, one engine to-day and another to-morrow, and so on. Sometimes it will be months before you get the same engine again. One week we got hold of two engines and the blower pipes were burnt off in the smoke-box, and when you put a fire in the smoke and fire blew into the cab instead of up the stack. The flues were leaking so badly that you had to use the injector every half hour when standing. One engine we spread our fire and put the blower on, and she did not make a pound of steam in 30 minutes. Hoping some mechanical friend will give us a lift out of this difficulty, I remain,

Maple Leaf.

SOMERVILLE, N. J., Oct. 3, 1887.

MR. EDITOR:—In answer to "F. H. Barrelle's" problem in October *Magazine* I will state that the only way I can see by which he can get his cars drilled as he states, is to pull over the switch with his eight cars on main track, then push one car out of spur and down main track to train, by hand, then back his eight cars down to train again; go in spur with engine and pull out the seven cars, then set his eight cars in, one car at a time. I fail to see any other way in which it could be accomplished, as there cannot be less than eight cars on main track at any one time, and the engine must move all of these in order to get one or more cars behind them out of the spur. I hope I have explained what I mean plainly, and that "F. H. B." will let us hear from him again, to let us know whether or not his crew can do it in a different manner.

Fraternally, *J. E. H.*

Digitized by Google

EAST SAGINAW, MICH., Oct. 17, 1887.

MR. EDITOR:—"O. S. L." gives it to me rather strongly for showing my ignorance of the principles of valve motion. He says "Vulcan" knows what he is talking about. Most assuredly, he knows what he is talking about, but if all of the correspondents refrained from argument on all questions answered by "Vulcan," just because they felt convinced that "Vulcan" knew what he was talking about, there would be no use for the Mechanical Department, as a great many of us who could not understand his ordinary answers would remain in ignorance, where, if we argue with him and advance false theories, he will use his best efforts to put us on the right track and correct our errors. We thus get a better idea about things than we would if we should accept everything "Vulcan" says as so, just because "Vulcan said it was so, whether it appeared reasonable to our poor understanding or not. You will probably say, "why any mechanic or old engineer could tell you all about these things if you would only ask them." Very true, but for reasons of my own I prefer to get my information through the columns of the *Magazine*, one of my reasons being that there are a great many good brothers in the Order that know just as much as I do and have not got as large an interest in a brass foundry as I have. I infer from his closing sentence that he is under the impression that I have but very little practical knowledge, but get my theories from books. Well, "O. S. L." when I make a bad break, you may trim my comb just as much as you please, but don't accuse me of reading a book to such poor advantage as to get such a false theory, as I advanced, into my head. No, my knowledge is all practical, I have been steadily employed in practical railroad work since April, 1875, a little more than eight years of this time has been as locomotive fireman. I have been somewhat of a rambler and have had a varied experience on many different roads. I fired on the D. & R. G., the A., T. & S. F., the Atlantic & Pacific, and the Denver, South Park & Pacific, in the western country. I was also employed as brakeman on the Mexican Central, the T. & R. and the S. P., and as switchman for the Bridge Co. in St. Louis, and for the A., T & S. F. Co. in Kansas City and Argentine, so, you see, I have had some experience. During all my experience as fireman until recently my only ambition has been to keep a fairly clean engine, keep the pointer around where it belonged and draw my pay. Of course, I picked up a few grains of knowledge, but formerly I had rather play seven-up for the drinks, at any time, than try to acquire knowledge. While in the western country my spare time was fully occupied in "bucking faro" and experimenting on how much "tangle-foot" a single individual could stand up under. The Mechanical Department of our *Magazine* first awakened my interest in the machine I was earning my living on. Oddly enough, Mr. Lockwood's articles on the Hammer-blow theory first attracted my attention and I began thinking how strange it was that I had never made an effort before to understand the mechanical principles involved in locomotive construction; the intricacies of valve motion have remained almost a sealed book to me but through a little argument I got some good pointers from "Vulcan" and now that the ice is broken, would it be asking too much of some contributor, "Vulcan," or Mr. Rauch preferred, to give the proper dimensions of valve and ports, for say a 16x24 engine, with a four feet wheel for freight service, the operation of finding correct dead centers, putting eccentrics on the shaft in proper position to regulate the lead and proper adjustment of blades to regulate travel of valve? Myself and hundreds of others will be benefited thereby. Now this could all be learned out of some book probably, but there are plenty of firemen that read the *Magazine* every month that never think of looking into a book; also it is pretty hard to find a book that explains valve motion in a way that a common every day fireman, like myself, can understand.

Now "O. S. L.," you and "Vulcan" have reminded me quite forcibly that I used the wrong word, when I said shorten, intead of lengthen. I will now prove to you that there are cases where shorten is the proper word to use, and I won't have to throw away the rocker-arms either. Here a passage in Shakespeare pops into my head: "Why look you, now, how unworthy a thing you make of me, you would play upon me, you would seem to know my stops, you would pluck out the heart of my mystery, you would sound me from the lowest note to the top of my compass. S'blood do you think I am easier to be played on than a pipe; call me what instrument you will, though you can fret me, you cannot play upon me."

Probably I am wrong again in calling this Shakespeare, as Professor Donnelly says it is not Shakespeare, but is Lord Bacon. This reminds me again that Mr. Lockwood and Prof. Donnelly occupy similar positions. One proposes to overthrow existing theories in the literary world; the other proposes to do the same thing in the mechanical world, but I am rambling. Gentlemen, did you never see an engine where the main driving axle was back too far to allow the eccentric to throw between it and the leg of the boiler, thus making it necessary to connect the valve motion to forward driving axle? I know "Vulcan" has, because he claimed he could run such an engine with side-rods down. I have seen the operation of squaring valves performed on an engine

Digitized by Google

that was connected in this way and you can readily see that as the link is turned square around and all the connections ahead of the rocker arm instead of behind it, you would have to shorten the blades to pull the valve back on its seat and lengthen them to throw it ahead. *Vacuum.*

LEXINGTON, KY., November 2, 1887.

MR. EDITOR:—The November *Magazine* is at hand and I am glad to see the Mechanical Department increasing in size. I have been an interested reader of that department ever since it was started, and appreciate it very much. I think "Vulcan" gives a good explanation to the question of turning down an eccentric. I cannot agree with Mr. Rauch and "Eccentric Strap" in their answers to "Elevated Fireman's" question No. 2. I think that the cross-head bears the most on the top guide when the engine is running ahead, and on the bottom one when running back. The resistance of the crank pin when an engine is moving ahead, pulls the cross-head upward, and in running from the forward center, back, it pushes the cross-head upward, causing the friction to be on the top gib of the cross-head and on the top guide. When the engine is backing, the friction is on the bottom guide.

Will Mr. Rauch please explain why the top guide will get hot when using steam, when the engine is running ahead, and the bottom one, when rolling down grade, with the steam shut off, if the friction is on the bottom guide when using steam?

I will say in answer to "Vacuum's" question in regard to a front cylinder head being blown off and closing the front port so as to work steam in the back end of the cylinder only, and bring the engine in without disconnecting that side, I think it could be done, but do not see where any advantage would be gained by doing it. I have seen an engine brought in with the front cylinder head blown off, and neither port covered, nor disconnected on that side, but do not fancy that way of running an engine. I think "Amboy Division" is correct in regard to the position of the fulcrum.

Does the cross-head travel the same rate of speed at all points, on the guides, in traveling from the back to the forward center?

Why can a larger single nozzle be used than a double one?

If an engine with a pump and injector on, was to break the main rod on the pump side and the injector would not work, could the engine be run in? *H. G. C.*

HARTFORD, CONN., Oct. 8, 1887.

MR. EDITOR:—I will say to Mr. Rauch that I did not examine the oil-pipe to see whether it was not partly closed by dirt, but such could not have been the case, as on the return trip, with the other side in working order, the cylinder took the oil as well as ever. I think that "Poly—" gives a very reasonable explanation of the matter. Thanks to "Poly—" for both of his answers. I do not think that "R. Ockerarm's" link-shaped slot in the upper end of the rocker-arm would be a grand success, (although it would probably have the same effect as "hooking up") because the rockerarm would have to be made so long that it would be eternally in somebody's way. I know no reason why a pin should run hot one way and cold the other. I think that "Another Elevated Fireman" is running "reversed" on the guide question. When an engine is working in forward motion and the main pin is above the center, the rod is pulling up on the cross-head, and when the pin is below the center the rod is pushing up on the cross-head. If back motion, with the pin above the center, the rod is pushing down on the cross-head, and below the center it is pulling down; consequently the top guide wears more going forward and the bottom in backward motion. Am very sorry to drop the semaphore on "Vacuum," but if he will take a piece of pasteboard and cut a miniature eccentric and strap with rod, and then another one half the size, he will see that all that is necessary will be to lengthen the rod of the smaller one, to make it work just the same as the larger one. Suppose he takes a ring in one piece one inch thick off the eccentric and solder it inside the strap, would he alter the travel of the valve any? I guess not. I do not think that "F. H. Barrelle" will get his cars out of Dyer's for some time yet. Will an injector force water against a greater pressure than the pressure which is working it, if so, how much can it be? *Tallow Pot.*

EVANSTON, WYO., November 15, 1887.

MR. EDITOR:—Will "Vulcan" please answer the following: What effect does moving the back-up eccentric from the go-ahead, or giving the engine less lead in the back motion, have on the working of the engine? Will it make her smarter or stronger, and if so, why?

Should the cams of an eccentric become separated, so as to fit tight in the strap, would it prevent the engine from moving, and would she move a short distance by reversing her? *Proxy.*

ATTENTION is called to the advertisement of M. N. Forney, editor and proprietor of the *Railroad and Engineering Journal*, which appears elsewhere. Mr. Forney is running a new edition of his "Catechism of the Locomotive" in the *Journal*, which makes it specially desirable for locomotive engineers and firemen. The *Railroad and Engineering Journal* is ably edited and should be in the hands of every locomotive engineman.

Digitized by Google

EAST SAGINAW, MICH., Nov. 7, 1887.

Mr. Editor: In reply to Mr. Lockwood in the October *Magazine*, I would say the engine I mentioned is a Baldwin of the Mogul pattern. She has 18x24 inch cylinders and 5-foot wheels; she was designed for heavy passenger service. We have some heavy grades here and in the summer months do quite a heavy excursion business. This engine was gotten up to accommodate this business. She pulls from seven to fourteen heavy loaded coaches on these trains and runs them just as fast as possible. When not engaged in this sevice she takes her turn on freight, and I will say here that the speed at which trains are run on this road will compare favorably with any road in the country. This engine's pulling bar measures 4 feet 6¼ inches from center to center of pin holes; the pins are two inches in diameter. The lost motion has been taken up three times since July 7th, 1885. The casting that carries this bar in the tender is much lower than the one on the engine, and this necessitates two offsets in the bar. Now, from long continued pulling and jerking, this bar becomes straightened at the shoulders of these offsets, and the men whose business it is to take up this lost motion, tell me that fully one-half of it is taken up in restoring the bar to its proper shape. We do not use wedges, and no one here considers it safe to allow over half inch lost motion.

Mr. Lockwood says the engine he speaks of "was not wedged to take up lost motion." The pin shows ⅛ wear, and I guess the pin in the other end of the bar must have been worn a little. On page 394, July *Magazine*, after showing the wear on the pin, he says "the pulling bar hole to the left is worn to a corresponding degree." Was this also ⅛, making a total of ¼ inches in one end of the bar alone, and this engine run in first-class passenger service? I would not want to be the man that fired that engine. The engineer must have braced himself to keep from being driven through the front window every time he put on the air. If the engine had been wedged, of course she would have been all right, but it does not seem to me that it would be good policy to wedge up almost half the diameter of the pin. I don't think they are any too safe at any time. I had an experience of engine and tank breaking in two while employed on the A., T. & S. F. R. R. a number of years ago, that I don't think I will ever forget. As luck had it I had not taken my coal boards out yet, and I saved my life by catching hold of them. Will Mr. Lockwood kindly tell me what he means by his closing sentence on page 605, October *Magazine*. "Was his a passenger for high speed or freght; if the first and he wedged up, they (the passengers) must have got a corresponding shaking up." I fail to catch on to his meaning. I may be wrong, but I always supposed the idea in wedging up the lost motion between the engine and tender was to obviate the shaking up of the passengers as much as possible. Will Mr. Lockwood also say why he never answered questions I asked him on page 345, June *Magazine*? Was it because they were not worth answering or because he couldn't? F. H. Barrelle has a switching problem that has got the best of him. I should think it would. There has been considerable switching mixed up with my railroad experience, and I always thought I was pretty good at figuring out those problems, but that one gets the best of me, and I don't think it can be done under the conditions named.

Vacuum.

LOUISIANA, MO., Oct. 15, 1887.

MR. EDITOR:—I see Mr. Rauch and "Vulcan" seem to think that a locomotive does not slip more in backing up than in going ahead. I will say "come over and I will show you some that do." The answer that I have for the question is that in running ahead the rod has a tendency to pull the driver down to the rail, while in backing up the pressure or wear on the bottom guide tends to lift it up. I see "Another Elevated Fireman," in his second question, asks why the bottom of the guide wears most in running ahead, and the top in backing up. I say that in the four bar guide that "the shoe is on the other foot," as the bottom wears the most in backing up. "R. Ockerarm," a link-shaped slot in the upper rocker-arm, with the valve-stem attached to a link-block in the slot, would lengthen or shorten the travel of the valve as it was raised or lowered, but you would have to have a knuckle joint in the valve-stem and a guide for the valve-stem to work in.

Coal Heaver.

DONALD, B. C., November 10, 1887.

MR. EDITOR:—Having derived much benefit from reading some of the contributions in the Mechanical Department, I wish to ask a few questions, hoping that some of the knowing ones will take time to answer them, viz:

1. Does compression take place after cut-off, or after release?
2. Is it the inside or outside lap that affects release?
3. What effect would an eccentric of 5 inch throw have on the valve or speed of an engine, compared with one of 4½ inches?

Yours respectfully,

T. B. C.

WATERTOWN, D. T., October 19, 1887.

MR. EDITOR:—In reply to "R. Ockerarm," page 601 of October *Magazine*, I will say that I think the link-block in the rocker-arm

Digitized by Google

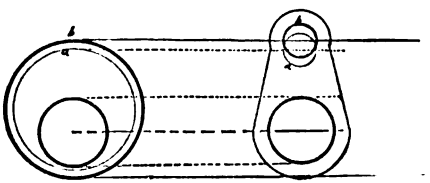
would have the same effect as hooking up the lever, but I cannot see any advantage in it.

I do not think "Vacuum" has his explanation of setting-valves just as he intended it. I think if the engine has a rocker-arm, he ought to lengthen the go-ahead eccentric rod, to pull the valve back on its seat.

In answer to "Elevated Fireman's" question as to why a pin will run hot one way and cold when going the other way, if you take notice you will see that the brasses find a new bearing on the pin opposite the one when going the other way. I think you will find that it is the top guides that wear the most when going ahead, and it is the pull from the pin to the piston-head, and if the guides were not there it would be apt to form a line from the pin to the gland. Try it and see. Yours truly, *E. B.*

RICHMOND, VA., October 17, 1887.

MR. EDITOR:—"Poly—" asks if turning ¼ inch off an eccentric would alter the travel of a valve. An eccentric is very much on the order of the crank, the outside where straps work being the same as center of crank pin. Consequently by taking ¼ inch or ¼ inch off would be the same as moving crank pin ¼ inch or ¼ inch near center of shaft. Lengthening the eccentric rods would only throw the valve one way. I send along with this a diagram which may make the subject plainer.



"R. Ockerarm" asks if by having a slot in rocker-arm with a die block fitted in such a way that the engineer could raise or lower at will, if it would have the same effect as hooking up the reverse lever when the engine was working. It would have the same effect, for raising the die block in rocker-arm slot would give the valve more travel, and by lowering the same shorten the travel. Some stationary engines have a slot in the rocker-arm, and the pin where the eccentric rod hooks in can be raised or lowered by slacking a nut. *W. A. G.*

TAYLOR, TEX., November 8, 1887.

MR. EDITOR:—In answer to F. H. Barrelle's question (page 605, October *Magazine*), I will say, without fear of successful contradiction, that he can tell "One of the Crew" that he must eat the last car in his train or double, as the only alternative. *A. N. D.*

LACROSSE, WIS., Nov. 3, 1887.

MR. EDITOR:—As time and opportunity permit I would like to ask a few questions of contributors to the Mechanical Department of our *Magazine*, of which I have been an interested reader for some time, and which most of the boys up in this country think is far ahead of Sinclair's or Forney's books.

I once fired an engine, which was built for high speed, and acted just as Mr. Lockwood, in November *Magazine*, claimed they do when out of counter-balance—while working steam she was leaping and hitching continually, but when shut off, she would ride like a palace car. Her rods and wedges were up in good shape. Now will some one tell what caused this hitching or leaping? I should think if it was in her counter-balance, she would show it while shut off, as well as while working steam. I would like also to have "Noname" explain how valves have to travel faster while an engine is hooked up than while lever is in corner, as they have further to travel while lever is down.

C. B. & N.

MINNEAPOLIS, MINN., Nov. 8, 1887.

MR. EDITOR:—I would like to ask a few questions:

First—Will a piece of steel weigh more at the North or South Pole than at the Equator, and how much? I claim it will, because it is nearer the center of gravity. To find the weight at the Pole, weigh it at the Equator, and multiply it by the radia of the earth at that point and divide by the radia at the Poles and the quotient will be the weight at the Poles.

Second—Will a piece of iron with a great area weigh more than if it was a cube or a globe, being the same amount of iron in each piece and will the force of gravity have more force on the one than on the other? I claim it does not matter what the area is, being the same in quantity.

Third—Will a rifle ball, shot from a rifle, two miles in the air towards the earth, increase or decrease its velocity? Will it strike the ground with the force from the gun and the force of gravity? Yours truly,

Gravity.

A CUT-OFF for steam engines has been patented by Emilio Querol y Delgado, of Brooklyn, N. Y. Combined with the slide valve rod and eccentric rod are a slotted valve-operating lever connected with the rods, a movable fulcrum for the valve lever, and a governor driven by the engine and arranged to move the fulcrum of the valve lever in accordance with the requirements of the engine, whereby the stroke of the slide valve will be regulated by the load carried.

Digitized by Google

Woman's Department.

EDITED BY IDA A. HARPER.

HOLIDAY SUGGESTIONS.

I had thought last month that we would all join together and give the boys and girls a sound scolding in this number of the *Magazine.* I had arranged in my mind an elaborate lecture on the "rapid" career of the youth of the present generation, and a comparison between young people now-a-days and what they were when I was a girl. And yet, going back a short time ago to the spot where some of my happiest school days were spent, and recalling to memory the many escapades and harum-scarum episodes of that period, I am constrained to admit that human nature has not changed so very much after all. The great moral lesson I hoped to teach has somehow lost its point, and my tongue refuses to read the riot act.

The times may change and we may change with them, but the freshness and gayety of youthful hearts, the reckless, fun-loving tendency of youthful spirits do not change from generation to generation, and thank God for it! Thank heaven that we cannot subdue and sadden these glad, young lives with the teachings of our own hard and practical experience. As we had our season of frivolity and romance and conceit, so let them have theirs. It is a part of life's school, and essential to learn before one takes up the higher and more difficult studies. If we are sometimes shocked and alarmed at the conduct of the young people of the present day, let us blame not them but the parents, who do not exercise judicious restraint. In giving children the unlimited freedom that is characteristic of the times, parents impose upon them too great a responsibility. They are not old enough or wise enough to know how to use their liberty. As a result, they fall into many foolish and disagreeable habits, and sometimes make serious mistakes. In a vast majority of these cases we should not blame children, but should rather inquire, "Where are that boy's father and that girl's mother, that they are not more closely guarded from temptation?"

Another reason why one cannot find the heart to criticise the boys and girls just now, is because this is the holiday season and Christmas is at hand. Every one is or ought to be happy, and those who are not should bear the semblance of it or keep out of sight and hearing. We have no right to intrude with a sorrowful countenance upon the pleasure of others. The Christmas tide is a time of peace and good will and universal rejoicing. If we cannot add to the general fund of enjoyment, at least we need not take away. It certainly should be a sacred duty to make the children happy on this occasion. To do this the outlay is very small and the returns are very great.

In this respect we need to learn a lesson from the children, and to find pleasure in simple presents. The custom of making gifts on Christmas morning is losing all its beautiful significance. It was formerly only a token of affection and remembrance. It has come to be an exhibition of lavish expenditure. The delicate sentiment is entirely lost sight of in the magnificence of the gift. In this, as in many of our other customs, there is an urgent demand that we return to the simplicity of earlier days. When we come to appreciate a present in proportion to its monetary value, then we should neither give nor receive, and that point seems almost to have been reached in this feature of the Christmas celebration.

There was a time when a bouquet of flowers, a book of poems or a prettily decorated card made a most acceptable present and was sufficient for all requirements. But now it takes an elegant floral design, a whole set of of books or a masterpiece of decorative art to meet the expectations. This extravagance extends to all on the list—husbands and wives, lovers and sweethearts, friends and acquaintances—until we have come to look forward with dread to this sacred and beautiful festival. A reform is needed and right now is the time to begin it. For the approaching Christmas let every one select the presents he expects to make according to his means and not according to what is expected of him, and let the spirit of the gift count for at least as much as its market value.

But let us not go to the other extreme and neglect entirely to observe the day. Remember with some token of love those who are nearest and dearest by ties of relationship. The husband, the wife, the children, the parents, brothers and sisters, let them feel they are not forgotten or neglected. The friends who have been steadfast and true through all the trials of the past year, let them feel that their loyalty is appreciated. Those who have served us in any and every capacity, we would like to reward them all. Alas, how much money it takes even for these simple gifts. But with a little saving beforehand and a little economy afterwards, it will come out all right and give us a pleasant and satisfactory Christmas. And so for all our readers we echo the old wish, "A Merry Christmas and a Happy New Year."

We are in receipt of a very nice letter from Mrs. George Heckman, of Albany, N. Y., whose husband is a staunch member of the B. of L. F. of that place. Mrs. Heckman is very anxious that the ladies should

Digitized by Google

have a Magazine of their own, offers financial help for this purpose, and wants it brought before the lady readers of the *Magazine*. While we should all enjoy such a publication yet the enormous expense would prevent any such attempt at present. The next best thing would be for the ladies to organize Lodges wherever there is a Lodge of the B. of L. F. and send us some good readable communications for the Woman's Department.—ED.

DICKINSON, DAKOTA, September 14, 1887.

To Woman's Department:

I do not know that I should ever have written to the *Magazine* if it had not been for the visit from our Grand Master. Not that I lack courage, or anything of that sort, but because I never had anything in particular to say. But I am so wrought up over that visit, and so pleased with the address delivered by Mr. Sargent, and feel such deep admiration for the boys of No. 41, and the Brotherhood generally, that I am just going to tell you all about it.

Mr. Sargent arrived here, as per appointment, on the evening of the 13th. The boys met him at the train, escorted him to the hotel to deposit his luggage and the dust and grime of travel, after which they proceeded in a body to the round house, where Mr. Sargent was introduced to our foreman and taken on a tour of inspection through the roundhouse, shops, etc. In the meantime, the guests whom the boys had invited to do their Grand Master honor, were assembling at the Kidder hotel. At six o'clock, supper was announced, and the guests filed into the dining-room to partake of the elegant repast furnished by landlord Kidder. Laughter, jest, and merry conversation were the order of the evening, and each one present seemed to vie with the others in doing honor to Mr. Sargent and making him feel how true and heartfelt was his welcome to this little town in the far west. About twenty invited guests were present, among them our worthy foreman, Mr. J. C. Thompson, and his most estimable wife; our popular railroad physician, Dr. Stickney and wife; all the engineers who were in town, with their wives, and many of our best townspeople, who are more or less connected with railroad affairs and are known to be warm friends of the Brotherhood. During supper, Mr. Auld, who had been unanimously elected chairman and spokesman of the evening, arose, and made known the result of a secret conference, held in the office previous to supper, which was an announcement that Mr. Sargent would deliver an address at the court house at eight o'clock, sharp. Mr. Sargent was as much surprised as any of us, but I suppose he is used to such things, for he didn't seem at all discomposed by the announcement.

A pleasant hour was spent in social converse in the parlors of the hotel after supper, then the party adjourned in a body to the court house, which was brilliantly lighted up for the occasion, and which Mr. Sargent greatly admired as being much superior to anything he had expected to see in our little town.

Mr. Sargent was escorted to the platform and formally introduced by chairman Auld, when he then and there proceeded to deliver one of the most interesting and eloquent addresses that the people of this town have ever had the good fortune to listen to. Mr. Sargent alluded to both the grand Brotherhoods so closely allied to each other, and spoke of them in such glowing terms, and explained so clearly their object and workings, the good they had accomplished, etc., that his audience were spell-bound and sat as if entranced, and at the conclusion the deafening applause testified how deep had been their interest and how hearty their enjoyment. Mr. Sargent highly extolled the Brotherhood Firemen along the Northern Pacific line, alluded to their good standing in the Grand Lodge, and spoke so especially of the good reports he had had of the members of No. 41, that many a bronzed cheek of the firemen present burned with modest blushes at the ecomiums bestowed upon them. In this statement Mr. Sargent was borne out by Foreman Thompson, who, being called upon for remarks, promptly arose, and stated that all that had been said in praise of our boys was true; and added that to his own personal knowledge the boys of No. 41 not only took a deep interest in their Brotherhood and worked to advance its interests on every possible occasion, but they lived up to its noble motto in every particular.

Others present were called upon for remarks, and arose and corroberated all that had been said, and so highly extolled our boys that I really feared that some of the most bashful of them would rush out of the room to hide their confusion. After all had responded to the call for remarks, Mr. Sargent took his station near the door, where the guests filed out, one by one, bidding him a warm good by, with many pleasant expressions of the pleasure he had afforded them, and many hearty invitations to come again and often. The Brothers then adjourned to the Lodge-room, where a secret session was held until a late hour.

Mr. Sargent departed for the west this morning, carrying with him the warm regard of all who had the pleasure of meeting him. This is our first visit from a Grand Officer, and if Mr. Sargent accomplishes as much good wherever he visits (which I do not doubt) the benefits he bestows are incalculable.

The boys of No. 41 will work with renewed vigor after this visit, and with renewed interest in and knowledge of their work; and the words of their Grand Master, regarding the great key-stone of the Order—SOBRIETY—will sink deeply into their hearts and be remembered long after this visit has become a dim spot in the memory of the speaker.

This letter is already long, and I will only add that our Grand Master made the ladies the object of special mention and spoke of his experience throughout the country in finding them always helpful, and anxious and eager to aid the Brotherhood in every possible manner. No doubt many of you have already heard such words of commendation from his own lips, but if there are any who have not, I hope this statement will afford them at least half the pleasure it did me in hearing it, and I shall feel well repaid for writing.

Always with the Brotherhood, heart and soul,

Mrs. W. F. Cunningham.

[If Mr. Sargent's trips produce so good letters as this, we will want him to keep right on traveling.—ED.]

ARGENTA, ARK., Aug. 15, 1887.

To Woman's Department.

Being a subscriber to your most valuable *Magazine* I have often thought of contributing a short letter to "Women's Department." We feel a great interest in the Order of Brotherhood Firemen, being one of the grandest organizations in existence. They are honest, true-hearted, trustworthy, liberal men, and we glory in their success so far. So long may they live, and well may they prosper, is our earnest wish. I feel as if I would like to respond to each one of the letters in this Department (of August No.) They were very interesting and very much appreciated. But will offer no remarks for fear of consuming too much space.

"Nancy Lee," we think that we are pretty certain as to your real identity. Could not have guessed so easy had you not been so partial as to fail to mention one promotion. We don't intend to mention names, but will leave the readers of Lodge No. 304 to guess who the slighted one is.

We wish to express our deepest, heartfelt sympa- for our lamenting sister, Mrs. Thos. A. Keyser, notwithstanding the sentiments expressed by "Pansy" on sympthy, who thinks "a dollar bill worth all the sympathy in the world." Now, suppose we just try to help with dollar bills; if not with dollar bills, with twenty-five cents. This is a very good chance. I think she is in a very sad condition with six litle children entirely dependent upon her for support. Imagine what a struggle it will be for her in this cold world, no father's kindly helping hand. Sup-

Digitized by Google

pose now that each Lodge should take up a collection of twenty-five cents from each member who feels disposed to give, for the benefit of their late Bro. Thos. A. Keyser's widow and orphans, and send the same in to the Secretary of Grand Lodge to be paid over to sister Keyser. Let the wives contribute also if they feel disposed. I think everybody would be surprised at the amount which could easily be raised in this way. No doubt that in this way she might get her $2,000, and it would not be missed by anyone. And we feel safe in saying that it would be duly appreciated by her. It would assist in educating the children and place them in a position to earn their support as they become older. There are plenty of free schools we know, but children must be clothed and fed and be furnished with books. All this must be provided to enable them to attend school. Perhaps it will save this mother much toil. I have expressed my idea on the matter and should this go into effect will give as much to the cause as it is in my power to do, and hope that every fireman and wife will do the same.

With a heart full of good wishes to our worthy *Magazine*, worthy firemen and worthy women, I bid you a reluctant adieu. *Belle Blossom.*

GRAND RAPIDS, MICH., September 6, 1887.

To Woman's Department:

The September *Magazine* is at hand, and on looking it over, I notice a letter from Harmony Lodge, L. S., in St. Louis, which made me think I would write and let the Sisters know how Progressive Lodge, L. S. of B. of L. F., is getting along. I am pleased to hear that the L. S. in St. Louis are doing so well. Sisters, I wish you good luck. I have seen nothing from Good Endeavor Lodge for some time. Sisters, we would like to hear from you. Has Alice Brooker deserted us? I have not seen her name in the *Magazine* for some time. We have been unfortunate enough to lose two or three of our members for non-payment of dues, but Progressive Lodge is still flourishing. We expect to give our goat a little exercise at our next meeting. On August 17th, we gave an ice cream social, entertainment and dance, which I think I can safely say was in every respect a success. There were nearly two hundred people present and all enjoyed themselves apparently. Two of the Brothers from 162, were present. The road was new to them, and before they got there, they switched off on the wrong track and got "lost in a marsh," and came in a little late, but none too late, to have a good time. The engineer that came with them, would have enjoyed himself much better, "if he had only had on a white vest." We wish to thank the Brothers of 265 who so kindly assisted in selling tickets for us. Our success was mostly due to their kind assistance. We also extend our sincere thanks to Mr. Harris, of the R. R. B., who gave us a recitation, "Lather Away," brought a hearty laugh from all present. The members of 265 seem to be very quiet, but I think their Lodge is prospering and its members trying hard to make their Lodge rank among the best. My letter is getting too long. With many good wishes for 265, and the Firemen's Brotherhood in general, I will close, in fear of that much dreaded waste basket.

Wonder Who Wrote It?

CRESTLINE, OHIO, September 10, 1887.

To Woman's Department:

I have been a constant reader of your *Magazine* for a long time but have never seen a word from Central Ohio Lodge. So I will make an attempt this morning and if it does not get to the waste basket I may write again. The Lodge is in very good condition now, and the boys are all honest, upright fellows, always ready to lend a helping hand where it is needed. With W. H. Zink as Secretary, G. R. Rock as Collector and C. H. Ridge as Receiver, the Lodge can boast of three excellent young men. Now if I am allowed a little more space I will ask "More Lunch Mary," or some one to give me a recipe for a Chocolate Cake, to help fill the Hubby's lunch pail. I will be very thankful for it. Bro. George Reed is on the sick list. I see the waste basket in the distance and will stop. *Peach Blossom.*

For the Magazine:

THE DEAD FIREMAN.

Comrades, bow your heads in sadness,
Though no tears, bedim the eyes;
Yet the heart's bereft of gladness,
For here a fallen brother lies;
And the engine, battered, torn,
Shrieks a requiem, wierd and lorn.

Brush the blood-stained hair aside;
Lift him gently, take him home,
He was once a joy and pride—
O'er winding rail no more will roam—
Softly break the woeful tale;
Soon is heard affection's wail.

One lingering look, your love attest,
Gazing on the pallid face;
He is taking his last "rest,"
Folded in death's cold embrace.
Nobly fell! earning life's bread—
And the spirit heavenward fled.

Still the heart, that knew no fear;
Crossed the hands oft grimed with toil;
Silent now the manly cheer
That awakened many a smile,
Brightening up his old mate's face,
And all thoughts of sorrow chase.

Lay him lowly in the grave.
Enshrined in love of Brotherhood—
On honour's scroll his name engrave.
By the weakest always stood,
True to his fellow man as steel,
And ever zealous for a brother's weal.

Peacefully the head will rest
In its narrow-coffined home,
Mother earth upon the breast,
Over all, the heaven's broad dome;
And the birds shall sweetly sing
Near by, when flowers are blossoming.

TORONTO, ONT. *John Tierney, Jr.*

ST. PAUL, MINN., July 1, 1887.

To Woman's Department:

Our Boys' Lodge (61) is progressing rapidly, and its members are a credit to it and themselves. James Haley, who has always been spoken of as a very jovial person, attracts much attention by his looking unusually happy of late. Presume it is on account of his being such a prosperous engineer and expecting a visitor at his house, who will stay.

We miss Chas. Andrew's smiling countenance from our midst, but are happy to say that he is doing well. He runs an engine between Willmar and Breckenridge.

By the way, Charlie, how many *mashes* did you make out west?

Wonder what makes Mike Kelly so very thoughtful of late. Is he contemplating matrimony? If so I sincerely hope his married life will be as happy as his single life.

Billy Lowe seems to be recovering from that sad and heart-broken look he used to wear for a while I guess it must be because Crey left the coast clear for him. Poor boy, you must not take such things so hard.

Hoping to hear from some of the others and that this item will find one little corner in your *Magazine*, I remain, with best wishes,

A Lady Friend.

EAST SAGINAW, MICH., September 12, 1887.

To Woman's Department:

For a long time I have scanned the pages of the *Magazine* each month to see if there is not something from the ladies of Saginaw. But they seem afraid to make themselves heard, so I will make the first attempt. Mr. Hannahan, our Vice-Grand Master, has been to see us and he says there is no better organized Lodge in the country, for which the boys are justly proud. With Mr. Hannahan's help the boys organized a Lodge in West Bay City, on Sunday

Digitized by Google

last, a few of the ladies accompaning them. We were grandly entertained by our new Brothers, each trying to out do the other. They are a big-hearted, noble looking lot of boys, every one of them, and may their Lodge prosper as well as they deserve to have it. Thank you, boys, for your kindess to us, and some day in the near future we will try and return the compliment. Especially do we thank Mrs. McGraw who so kindly cared for us at her home, while the boys were at a meeting. I could say a great deal more in favor of the B. of L. F. boys, but I am afraid this will reach the waste basket; if not, I will try again. Ever a friend to the Brotherhood,

Muggs.

To Woman's Department:

I have been an interested reader of the Woman's Department of the *Magazine*, and long to say a few words to the many friends we have made through its columns. I too, like "Rose," enjoy filling the "lunch pail" with good things, and hope we will have more contributions on the subject in our Department. "Pansy" has given us several nice cake recipes, but "My Hubby" does not like cake very well, neither sauce, preserves, nor jelly; consequently I find a little difficulty in preparing lunch, and have a variety. Will some one who has had more experience than I, give me some information. While reading the letter from Mrs. Harper, dated at Bay View, I could almost imagine myself there enjoying the beautiful scenery (I am a lover of nature) and Chautauquan privileges; but here it is September, and one must begin to think of making up the winter flannels, and in other ways prepare for winter. Soon frost will come and nip our beautiful flowers. I wish I could send a beautiful bouquet from my garden to brighten the sad homes. I am afraid I have made too long a call for the first, so will step out and make room for *some one* more used to contributing articles to the *Magazine* than I am. I have said nothing of our Lodge, or its members, but may at some future time.

A young engineer's wife.

SEPTEMBER 6th, 1887. *Maggie B.*

RÓODHOUSE, ILL., September 11, 1887.

To Woman's Department.

I wonder if the dear readers of the *Magazine* know that there is such a Lodge as No. 79 in existence. On the arrival of the *Magazine* I peruse its pages to see if any one has broken the ice, and am always disappointed. I will tell you of a few of the boys. Bro. P. Gorman, who is hostling now, has an attraction that keeps him out seven nights in the week. Bro. L. Milton, of the 177, hasn't his attraction located permanently. The boys are anxiously waiting the cigars on Bros. Stowe and Truit, who are building fine new residences which speak volumes for them. Most of our members are married men. In speaking of the lunch basket I don't see why some of the ladies havn't mentioned fried chicken, as papa would think his lunch was not complete without it, and he says it takes bread and meat to shovel coal. I am pleased to hear from all the lady writers, and can't refrain from mentioning Mrs. Nellie Bloom. I think her lines are only the feelings of a heart expressed in words and deserve more than a passing glance. This is my first attempt and already too long. I will switch off. *Busy Body.*

ARGENTA, ARK., September 11, 1887.

To Woman's Department.

As my first letter escaped the waste basket I feel encouraged to write again and say a few words in behalf of No. 304. The Lodge, though small, seems to be in flourishing condition. All the boys seem to be in a better humor for the duties assigned them since Bro. Sargent, the Grand Master's visit to them. Bro. Aiken, one of our most worthy members of 304, had the misfortune to lose his wife on the 3d inst. But Bro. Aiken is not left to mourn as those who have no hope of meeting again. He has a sweet daughter of eleven summers to care for and weep with him.

Some of our boys have gone to visit friends and relatives in Kentucky and Missouri. Maybe it will be as "Madam Rumor" says: "They'll not return alone." I wonder if all the firemen's wives and the "young runner's" wives enjoy reading the Woman's Department as I do. It seems if they did, that they would all write something if it was only a line, to tell that they appreciate it. I am an interested reader of your *Magazine* and would like to contribute often, but there are so many of the sisters who write so much better letters than I, that I will close and maybe you will know me no more. May God ever bless the grand Brotherhood.

Nancy Lee.

[We will find room for all the letters that are sent, although they may not appear as promptly as either editors or correspondents might wish.—Ed.]

SAGINAW, Oct. 2, 1887.

To Woman's Department:

The October number of the Magazine arrived yesterday, and I was somewhat hurt to see an article written by a Fireman's wife speaking so ill of the Engineers.

My husband, though belonging to the B. of L. F., is an Engineer and I know if the physical labor is not so hard as the Fireman's, the mental labor is much more so. I think the Fireman's wife is a little hard on the right hand men, but wait until her husband becomes one, and then I think she will change her mind. And another thing, we were very much disappointed not to see anything from Saginaw Valley Lodge No. 286 referring to Mr. Hannahan's visit. I am sure the boys were very proud of it, and did everything to make it pleasant. I had the honor of meeting Mr. Hannahan, and his picture, which he gave us, has a place on our parlor walls. Will give a recipe for making a cake of which my husband is very fond and it is nice for the lunch pail:

One cup sugar, one-half cup butter, whites of three eggs, one-half cup sweet milk, two cups flour, one heaping teaspoonful baking powder. Bake in two layers in a hot oven. Frosting for it: Yolks of three eggs, one teaspoonful vanilla, one cup pulverized sugar. Beat until very light and spread between the layers and on top. When I have a few pieces of ham and beafsteak left from a meal I chop these quite fine together, soak a little dry bread until soft, beat an egg, mix all together and then fry till brown in hot ham drippings or butter. It makes a very nice breakfast dish. Hoping to hear from some of the Saginaw sisters, I remain, very truly, *Peggs D.*

For Woman's Department.

WAITING FOR ME.

When this earth shall fade from my view,
And my spirit shall seek its repose—
When my life, with its joys and sorrows shall find
Sweet heavenly rest at its close--
Will the loved ones now waiting on yonder bright shore
Stretch forth their pale hands with delight
And welcome my presence to part never more
In that beautiful land of light?

Will loved friends now waiting in that heavenly home,
Come to greet me as I cross death's dark tide?
Will an anthem of joy by angels be sung
As silent I stand by their side?
Could I know that such happiness awaited me there,
I would gladly lie down to my rest,
And bid earth adieu with its wearisome care,
To dwell in the home of the blest.

When in silence I slumber no more to awake
At the call of the weeping friends near,
Will some loved one be waiting at Heaven's gate
And bid me to enter without fear?
Tho' the waves of the river are dark and cold,
We must each cross the deep flowing tide,
And among the redeemed find a haven of rest,
If from sin we have been purified.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., October 26th, 1887.

Digitized by Google

For Woman's Department:

A FIREMAN'S SWEETHEART.

"There is one thing that has puzzled me for the last few days," said Frank Conway, as he looked into the black eyes of his companion, his own sparkling with merriment, "and that is, how you ever managed to fall in with us railroad folks."

"That is easily explained," returned Florence Winston, "for Minnette and I were school-mates, and Mr. Dayton is an engineer, so I couldn't escape meeting his friends."

Then she added, with a mischievous twinkle in her star-like eyes, "I shouldn't care to avoid them if they were all like you."

Frank was the only son, and mainstay of his invalid mother. He had been educated at an excellent college, but chose the noble profession of carrying humanity across our glorious country. And he, for one, realized the nobility of his calling.

His companion was a charming girl of eighteen, just from school the year before, and spending the summer with her friend, Mrs. Dayton.

"I used not to like railroad people," resumed Floy, "but it was because I was prejudiced and I didn't know anything about them; but when I met Charlie Dayton and you, my stubborn will was broken and I was willing to say that railroad men, firemen especially, were the nicest people in the world."

This made Frank's heart beat fast, but when she continued, "And don't you think, Mr. Frank, that railroad men can be Christians?" his face assumed a solemn expression.

"I don't know," he said slowly.

"I should think they would be God's chosen people," resumed Floy, "for they have so much to do with humanity, and then their position is so dangerous a one."

"Are you a Christian, Miss Floy?" asked Frank.

"Praise the Lord, I am," she cried, the glad light mounting to her eyes, "and I want you to be one, too."

"I believe I could with you to help me, and I—"

But here Minnette Dayton appeared to tell them that dinner was ready.

Frank was in absolute misery all through the dinner hour. "If I had only have gotten it out, and could know my fate," he thought.

"Ah, well," he added mentally, "I will finish after dinner."

But this was impossible, for that special abomination of all railroad men, "the caller," came before dinner was over.

A week had passed since Charlie and Frank went out, and no word from them, till, one day, the mail brought a letter for Minnette, saying:

DEAR WIFE:—Put on the south end; don't know when we will come home. Almost worked to death. Caller at my elbow now. Have to go out in ten minutes. Loving husband,

CHARLIE.

P. S.—Frank sends his "dunno-what" to Floy.

Another week had rolled around and no more word from the absent ones; but one evening when the rain was coming down in sheets and everything looked dismal and gloomy, a little boy from the telegraph office came with a sealed message.

With shaking hand Minnette signed her name to the boy's book, then, sinking down, pale and exhausted, she called to Florence, "Please come and open this telegram. O! I fear there is something wrong."

Floy tore open the envelope and read: "Home at twelve. C. J. Dayton."

The paper fluttered to the floor and Floy clasped her friend in her arms, waltzing her all around the room.

"We will wait for them," said Minnette, "for in this dismal, stormy night I know they will want something warm."

"Let us go out and look at the river," said Floy, "it makes me feel dreadful to think that they have to cross that old, shaky bridge."

They went to the broad piazza and there beheld a sight which made their heads giddy. The little stream in dry weather only about three feet deep, was now a raging torrent which almost reached to the top of the high bank, and the old bridge rocked and twisted above the roaring water.

Both girls were sick at heart as they entered the house. The bridge must surely go, and many lives might be lost.

The clock had hardly finished striking eleven, when a horrible crash, followed by the sound of breaking timbers, startled the girls from the nap into which they had fallen.

They gazed at each other in horror. The bridge had gone.

Floy was the first to recover from the terrible shock, and as she raised the head of her half fainting friend she said, "Fear not, darling, I will save their lives if God will give me strength."

Quickly drawing a waterproof about her form to protect herself from the rain that was still coming in torrents, she lighted the lantern and hurried from the house.

Arriving at the place where the bridge had been, she found that there was not even one timber on which she might cross.

Then a happy thought struck her—the boat.

Quickly unfastening it from its moorings, she leaped in and started across the raging stream.

But this was not so easily accomplished as she had at first imagined.

The boat would drift with the tide and rock from side to side, so that a man's strength was required to guide it across.

And then she had no light save the vivid flashes of lightning that illuminated the heavens, for her lantern had long ago gone out.

At last she was across and had started to run as fast as her spent strength and the thick mud and rain would permit her.

Her hope had been to gain the station, a mile and a half beyond, but this she soon found was useless, for the train was coming.

She could tell from the sound that they were proceeding slowly, and with a prayer for guidance, in which her whole soul went up to God, she stood motionless.

She acted on the impulse of the moment. Just as the train came around the bend, she ran toward it crying at the top of her voice, "Stop the train, for Heaven's sake! The bridge is gone!" She stopped for breath, and then she cried again, "Stop, Charlie, don't you hear me? The bridge has gone down!"

Floy's work was done. They had heard, and a hundred precious lives were saved.

But she knew nothing of this, and when consciousness next returned to her she was in her own pretty room with the doctor bending over her, and Frank at his side waiting for the first sign of life.

When the physician saw that the danger was past he went away, leaving Frank to watch by his patient, first, however, exacting a promise from her that she would not talk.

As soon as they were alone Frank said, "Miss Floy, do you remember what we talked about when Minnette called us to dinner, the day we went away?"

Floy nodded.

"Well, you have saved my life, and if you will take it, I will try to live for you and the Lord the rest of my time on earth. Are you willing, darling?"

And Floy answered with a nod.

IN MEMORIAM.

[In memory of Richard Nugent, a member of Troy Lodge No. 315.]

Another has gone to return no more,
Gone to a better land.
O, may we meet on that shore
And grasp him by the hand.
In that land of light and beauty
Where the weary are at rest
May he dwell in peace forever
Roaming with the angels blest.
With sad hearts the brothers,
Laid him gently down.
O, beyond the starry portal
May he wear a crown!

—*Mrs. J. M. Williams.*

Digitized by Google

For Woman's Department.

AN ENGINEER'S WIFE'S STORY.

It was afternoon in a cosy house?
On the line of Fitchburg railway—
And all was quiet and still as a mouse,
In the room where I sat with baby?

He, in his cot was having a nap?
And I sat quietly sewing;
Thinking of all the garments to make
Before the winter's wind would be blowing.

For baby's papa was only a fireman then?
And somehow both ends must be met?
But it took lots of thinking and planning
For all we needed, the bread and butter to get.

But as I sat plying my shining needle,
On the jumper, white and brown,
A shout of "mamma," from the cradle
Upset me, and all my work fell down.

Oh, such petting and coddling,
Only a mother can know
When wakes from his nap the darling,
Our pride, and precious boy.

The childish voice lisps softly,
"Where's my papa—will he soon be here?
I glance at the clock so quickly—
Ah, yes; baby's papa must be near.

So we put away the checkered jumper,
And hasten to get ready the tea,
For tired and weary papa
Coming home to baby, and me.

Soon 'tis all ready and waiting,
And papa's big easy chair,
And baby still, keeps looking
At his slippers all warmed with care.

Oh, yes, dear, papa will soon be here—
Hark! footsteps on the walk.
No, no, mamma, 'tain't my papa,
For we never hear papa talk.

Ah! then baby too, can hear the voices—
We listen quietly, and wait
A sharp, quick pull at the door bell,
A horror creeps over me, I am growing faint.

A horror that something has happened,
Can I ever get to the door?
The baby says he is frightened
To see mamma down on the floor.

So I gently, with sinking heart,
Open wide the door, so that I can see,
And the look on those two men's faces
Will forever dwell with me.

Very gently with tender care
They try to break the sad news—
But oh, the burden I cannot bear
On my anguished, breaking heart.

They all went down the embankment,
Crushed, mangled and torn,
Perhaps I could identify some garment
My brave fireman had worn.

Ah, yes, I could tell the jumper
I had made with loving hands.
We walked amid the wreckage
Till we found the iron bands

And just as we found that jumper,
And the cold, sweat stood on my brow,
I awoke and thank God—
That fireman lives with me now.

It was only a dream, but so real,
And though many years have passed away.
I shall never, never forget it,
Though my engineer is hearty and well to-day.

BOSTON, Mass. *Engineer's Wife.*

ST. JOSEPH, MO., Sept. 29, 1887.

To Woman's Department.

I am a constant reader of the *Firemen's Magazine.* The October number arrived by the morning mail and I, as usual, turned to the Woman's Department in which I am deeply interested. I like to read the correspondents especially the lunch pail lessons, as the old adage says, "The nearest way to a man's heart is through his stomach." "Mary Ellen's" suggestions are good. Many little, useful articles may be made with very little expense or labor. Now, I think "A. B C." is prejudiced against all classes of railroad men except Firemen. Speaking of freight trains, beginning with the Conductor; while you see him sitting with his self-satisfied air, he may be planning the best way to do his work at stations to avoid delaying the train, or some work of even more importance. Then to the hind Brakeman, he must be ever watchful. He is at the brake to control the speed of the train. Then to the Engineer. As you describe him sitting with his hand on the throttle, his head out the window, he looks the picture of comfort. But review him, as every few minutes he looks at his watch. We are behind time. To be sure the Fireman keeps up the fire, he has nothing to worry about, but he doesn't earn his living by play, what trainman does? If the Engineer does not understand his business he cannot make up his time. Then while the Fireman is busy about his duties, the head Brakeman on the left hand side apparently nothing to do, the Engineer on the right hand side, noticing no one. It is not necessary, for is not his fireman a B. of L. F. man? He can trust him to attend to his duties. The Engineer looks ahead, frowns, looks again, turning to his Fireman, pale but not excited, he says jump, and in the same instant he whistles down brakes. The Brakeman opposite climbs to the top of the train and sets brakes, that is his time for action. He may save the train. Engineer has reversed his engine; he has not time to jump, but goes down through the burning bridge with the engine and cars. He may be dead, he may be only crippled, and he may escape with slight bruises, but very seldom does an Engineer escape with his life. If he does, is it any wonder a few more gray hairs are added to his head or one more frown to his face? Where, now, is the Fireman? He comes up anxious for the safety of his companion, and may I add, this is about the only time he is not anxious to pass over to the right hand side. But do not think I am condemning the Fireman. He has nothing to do in the hour of danger; if he had he would not desert his post, for is it not the Fireman that makes the Engineer? And the Brotherhood Fireman makes the best Engineer, for are they not men who live with Benevolence, Sobriety and Industry? My husband being a member of 43, I speak from what I know of Fireman's life. I intended to give some hints on housekeeping, but feel for my first attempt I have said too much now.

Dorthey,
An Engineer's Wife.

CHICAGO, ILL., September 29, 1887.

To Woman's Department:

"Well, I do pity the firemen, who depend on boarding-house lunches," said my husband, after reading the *Magazine.* "Why?" I asked. "Because they will never get a mouthful of these good things to eat, the women are telling each other about." Never thinking his own wife has had a word to say. Here is a receipt he will think is just what he has for lunch sometimes.

Soak one-half tea cup of pearl tapioca in a half pint of milk over night, (or about ten hours.) Put a quart of milk on the stove and let it come just to a boil, while you add to the tapioca, half cup of sugar, yolks of four eggs, a table spoonfull of corn-starch dissolved in a little milk, and flavor with lemon; pour into the milk, let it boil two or three minutes, stirring it briskly to prevent burning; pour into a custard dish and spread the whites of the eggs, which have been beaten to a stiff froth, over it, while it is hot

This makes a nice custard, and a glass full is splendid in your husband's lunch. *Mary.*

Digitized by Google

For Woman's Department:

SONG OF THE RAILROAD.

Through the mould and through the clay,
Through the corn and through the hay,
By the margin of the lake,
O'er the river, through the brake,
O'er the bleak and dreary moor,
On we hie with screech and roar!
Splashing! flashing!
Crashing! dashing!

Over ridges, gullies, bridges,
By the babbling rill,—and mill,
Highways, byways, hollow, hill.
Jumping, bumping, rocking, roaring,
Like forty thousand giants snoring!
By the lonely hut and mansion,
By the ocean's wide expansion,
Where the factory chimney's smoke,
Where the foundry bellows croak.
Slash, dash along! crash along!
On, on! with a jump, and a bump, and a roll,
Flies the fire-fiend to its destined goal.

Over moor and over bog,
On we fly with ceaseless jog;
Every instant something new,
No sooner seen than lost to view;
Now a tavern, now a steeple,
Now a crowd of gaping people,
Now a hollow, now a ridge,
Now a crossway, now a bridge.
Grumble, stumble, rumble, tumble,
Church and steeple, gaping people,
Quick as thought are lost to view;
Everything that eye can survey
Turns hurly-burly, topsy-turvy,
Each passenger is thumped and shaken,
As physic is when to be taken.

By the foundry, past the forge,
Through the plain, and mountain gorge,
Where cathedral rears its head,
Where repose the silent dead;
Monuments amid the grass,
Flit like specters as you pass!
If to hail a friend inclined
Whisk! whirr! he's left behind;
Rumble, tumble, all the day,
Thus we pass the hours away.

Fireman's Wife.

LUDLOW, KY., September 11, 1887.

WHISTLER, ALA., October 6, 1887.

To Woman's Department:

It has been quite awhile since I wrote last. I thought I'd venture once more as my first did not meet the fate of the waste basket. Since then our village and railroad have undergone many changes. The round-house has been removed to Mobile, that compels the engineer and firemen to lay over there. The engineer's families have also retired. I know of no fireman that is blessed or tormented (which is it?) with a wife, but I can say there are two or three that only wait for promotion. Although the lay-over point has changed, the boys do not forget their old home, or the pretty girls near it. When they arrive too late for trains going north they go so far as to walk out. Just think, a five mile walk just to spend the evening with their best girl! Mr. Eddy Lewis has been promoted to the right side; all extend hearty congratulations. Bro. Jos. Smith, member of Lodge No 277, is now living in Mobile. Who has not heard his hearty laugh and some of his witty jokes? I think the railroad boys would feel more than lonesome if they should lose such a jolly brother. Mr. Thos. Ballard, of Jackson Lodge 201, is on this division, and is a great favorite, particularly with the fair sex, but don't say I said so. He is awfully bashful, so I have heard. Will have to close for the present as my letter is much longer than I intended it should be, but one cannot say too much in favor of the Brotherhood. Good luck, with cordial greeting to all its members. I am as ever a true friend to the Brotherhood, *Fanny R.*

PALATKA, FLA., Oct. 2, 1887.

To Woman's Department.

I have read the *Locomotive Firemen's Magazine* considerably and have taken much interest in the contributions, especially those of the lady friends of the Brotherhood, and although they are from every part of the count y I have never seen any speaking of South Star Lodge No 315 of Palatka, Fla. This Lodge although yet in its infancy seems to be as solid as a rock, as I never hear a member speak but in the highest praise of the Order. Mr. Haddock, Master, is firing on the Florida Southern, and all the girls are jealous for he is continually speaking of the "pet" and the "honey" as he calls engine 19. Mr. Dinnen, Secretary and Collector is continually speaking of the Order and strictly discharges the duties of his office. Mr. Shelly is one of the staunchest members. He has been running quite awhile on the J. T. & K. W. Ry. Mr. DuBose, Magazine Agent is a true member but I am inclined to believe that he loves something else besides the Order but will not acknowledge it. I could speak in the highest terms of every other member of the Order separately but do not wish to occupy so much of your valuable time and to close I will say that the "South Star" is somewhat dim on account of such a few members but I hope that some day it will shine so brightly that it cannot be eclipsed.

Mamie.

BOSTON, MASS., October 3, 1887.

To Woman's Department:

I have looked in vain to see a few words from our ladies in Massachusetts. Why is it? I am sure there are some who could if they only would write many interesting articles which we would enjoy reading. I take much pleasure in the Woman's Department, and if am not intruding on the Firemen's wives and sisters I will write a few words. I have here on my table the first *Firemen's Magazine* I ever had the pleasure of reading. It is dated December, 1879, and around the headlight the motto of the Order. Now after all these years acquaintance with the *Magazine* I would like the pleasure of a few words though I am not sure I have any right to trespass, for that dear Fireman of mine crossed over to the right side some years since but we always welcome the *Firemen's Magazine* as well as the *Engineer's Journal*, and always have a kind regard for the brave men who are yet on the left side working with the hope that they may soon cross over and drive the iron horse. In the *Magazine* for this month A. B. C.'s communication stirred me up a little. I don't want her to think the Fireman is the only man on the train. Each and every one has his own duty to do and not one of those men can be spared. She will some day have that Fireman come home an Engineer, and when the day has been full of care and worry she will then think of the strain on nerve and brain and pray for *her* engineer, as I do for mine. Mary Ellen's contrivances are very handy and convenient and I have one a little different perhaps she may like. An ordinary peach basket which can be procured at a provision market for a few cents. Stain the basket on the outside with shellac or any color you prefer. Line the inside with turkey red, take a piece one yard long, one-half yard wide attach one edge to inside rim; the other edge, hem and draw up with elastic. Cut from common wall paper the bright flowers and foliage and put on with glue up and down each slat and you will be surprised how pretty an ornament it makes and so handy. Now if I am permitted I will send some of my recipes for the dinner pail to our young housekeepers. Always have a smile and cheerful word for your weary Fireman when he comes home, and you, young sisters, who stand today in life's morning with its beauty and gladness before you, to you as to me, the coming days may not bring all sunshine, the cloud may come, perhaps the storm. Then let us trust Him who has promised to be our light in the hour of darkness and our joy in time of sorrow.

Engineer's Wife.

[Will be glad to hear from you again.—ED.]

Digitized by Google

For Woman's Department.

TWO OF A KIND.

We danced and when it was over,
We walked away from the crowd,
Jack's eyes were looking a thousand things,
That dare not be spoken aloud.

We talked of the ball and the music,
Of the costumes the ladies wore,
And Jack and I were fully agreed
That society was a bore;

That it must be nicer to live
Away from the city's strife,
In a cottage covered with roses and vines,
Where love was the essence of life.

We sighed for the, might have been,
And Jack bent tenderly
Over the hand he so tightly held
While he buttoned my glove for me.

We slowly returned to the ball room,
But ere we entered again,
I gave one sad, little upward glance
That met one of pretended pain.

"Dear Jack," I said in a whisper,
"Hadn't you better confess
You'd surely die in that little cot,"
And we laughed as he answered, "yes."

Nellie U. Burke.

TROY, N. Y., October, 1887.

To Woman's Department.

Having read some of the letters in the Woman's Department, I thought I would write a line myself and put in a word for Troy Lodge No. 315, as brave a set of men as can be found. But at the present time they are mourning the loss of their esteemed brother Richard Nugent, who has passed from among them never more to return.

Since my husband first joined the Brotherhood, he has expressed himself as well pleased with the proceedings and rarely misses a meeting. Lodge No. 315 is composed of a jolly set of men, who despite their love of amusement are ever responsive to the call of duty and I delight in telling how pleased I am with the Brotherhood, and I hope and pray it will grow larger and stronger as the years advance. The *Magazine* is a great source of pleasure to me and I see that other Firemen's wives seem to take a like interest in it.

Neal.

LOUISVILLE, KY., October, 1887.

To Woman's Department:

I am a fireman's sister, and both brother and myself have been constant readers of your most interesting *Magazine* for about two years. Indeed I always look forward with great pleasure to the time for your *Magazine* to come, and I always look through the book expecting to read something from the boys of the "Falls City Lodge," but am always doomed to disappointment, as there never is anything in there about the brave lads of Louisville. I cannot resist the temptation of saying just a few words in the honor of the boys of the Falls City. They are indeed a set of brave, honest and true-hearted men who are a delight and honor to their friends and relatives. This is my first attempt at writing in the *Magazine*, but I sincerely hope my example will be followed by some of our shy brothers. I remain,

A Fireman's Sister.

To Woman's Department:

Much has been written regarding proper and remunerative employment for women. Silk culture, poultry raising and many other things have been well ventilated and the result has no doubt been very successful. But there are many ladies who cannot raise silk worms, or follow any employment of that kind, so to this class I wish to introduce what to me was entirely a new field. Some three months since, my uncle from Albany, N. Y., was visiting us. We were speaking of plated ware, in the manufacture of which he is engaged, and to gratify my curiosity he made a plating machine and replated our knives, forks, spoons and castor. The machine only cost $4, and did the work perfectly. Some of our neighbors saw what we had plated and asked me to do some plating for them. I have since worked twenty two days and cleared $95.45. At almost every house I got from $2 to $3 worth of plating to do, and such work is most all profit. This work is as pleasant for ladies as gents. I am making a large cabinet and to any of your readers who will send me a small piece of stone, or shells, or old coins, I will send complete directions for making and using a plating machine like mine that will plate gold, silver and nickel. My object is to get as varied a collection of specimens from as many parts of the world as possible. Please address,

Miss Francis Cassey.
Oberlin, Ohio.

ONWARD!

What's in a name, we've heard people, say,
And for answer I think can agree
That our actions in life will easily decide
Its deep import to you and to me.

Like the sculptor that forms a model of those
Who have won immortal fame,
So each day we exist shapes a line or a curve,
That will make or mar our name.

In this brisk little town where true industry reigns,
And all classes of workmen abound,
In their midst, a sprinkling of the B. of L. F.
Are alive and right here to be found.

Now their lodge has a name which I greatly admire,
For though simple and quaint it has often had power
To sustain and restore the drooping heart,
To fresh vigor and hope in the dark trying hour.

For Onward, is the name of this lodge, Forty One,
And its members, who are jolly good sons of the rail,
Also loyal and true to the cause they belong,
Must be influenced by the word that never means fail.

Boys, keep on the track that leads onward,—still on,
Never turn to the right or the left,
And when the end is attained, and life's journey is o'er,
May you find a retreat, with the blest.

Mrs. C. S. Miller.

DICKINSON, D. T., July 23, 1887.

For Woman's Department.

TRUST IN GOD.

Courage, brother, do not stumble,
Though thy path be dark as night;
There is a star to guide the humble,
"Trust in God, and do the right."

Let the road be rough and dreary,
And the end far out of sight,
Foot it bravely, strong or weary,
"Trust in God, and do the right."

Perish policy and cunning,
Perish all that fears the light;
Whether losing, whether winning,
"Trust in God, and do the right."

Trust no lovely forms of passion,
Fiends may look like angels bright,
Trust no custom, school or fashion,
"Trust in God, and do the right."

Simple rule and safest guiding,
Inward peace and inward might,
Star upon our path abiding—
"Trust in God, and do the right."

Some will hate thee, some will love thee,
Some will flatter, some will slight,
Cease from man, and look above thee—
"Trust in God, and do the right."

M. M. R.

Digitized by Google

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

DECEMBER, 1887.

DICKINSON, DAK., October 5, 1887.

Editor Locomotive Firemen's Magazine:

DEAR SIR: The following lines are necessitated through certain misrepresentations and personalities indulged in by "Broad Gauge" in his communication in the October *Magazine*, in which he attempts a refutation of my article in the September number. If Bro. *Broad Gauge's* address was known to me, I should write him privately as I cannot avoid to be myself more or less personal in this letter, which if it does not demonstrate a person's ignorance and narrow mindedness, it positively shows poor taste and lack of judgment.

Bro. *Broad Gauge* uses the words "seem," "believe" and "suppose" too much where he ought to keep to facts entirely. I not only do not seem "to have" but actually do not have any grievance against Bro. Sargent, nor do I talk about Nos. 41 and 128, but of about a dozen Lodges out this way. We have had in the last four or five years a number of Grand Officers besides Bro. Sargent, who had the same opportunities. Possibly Bro. "*Broad Gauge*" did not ever have any occasion to experience the benefit and wholesome influence produced by a visit from a Grand Officer to a subordinate Lodge. If Bro. *Broad Gauge* infers from my words, that I think Bro. Sargent has not been doing his duty, he does so with some purpose, not beneficial to myself. In my opinion the prosperity of our Order and the continually increasing esteem which our Brotherhood is enjoying, bear unmistakable evidence of the efforts of our worthy Grand Officers, so much so that no one would detract anything from their merits, nor do they need the endorsement of Bro. Broad Gauge. But for all that, I do not approve everything done or not done by the Grand Officers, because done by them, provided my convictions are different. Bro. "*Broad Gauge*" wants us to "try to believe" a procedure which we call "coffee coolling." I claim it is far better policy to state contrary opinions in a straightforward way, a tactic which is much more apt to avoid misunderstandings, though hardly calculated to maintain artificial harmony.

Now Bro. Broad Gauge says: I did not "get the hang" of the article "politics." I presume in Bro. B. G.'s estimation it takes a mighty smart man to get the hang. Now Bro. B. G. you positively did not try to get the hang of my article, although it did not deal but with facts. I take no exception to the article, "politics" nor can I see any possible reason to do so, nor any cause to lead Bro. B. G. to believe that I am opposed to that essay as a whole, when I merely refer to a phrase contained therein. Bro. B. G. would have saved himself all those lengthy space-devouring quotations. Now what I maintain is that the B. L. F. *Magazine* is not a labor publication to agitate labor legislation, but that there are numbers of publications devoted solely to that purpose. From B. G.'s words one would naturally infer that the readers do not cultivate any other literature than the *Magazine*. The [illegible] lems and labor [illegible] lish the value of a publication as the world-renowned magazines like Harper's, Scribner, Century and others. I still maintain that the members of the Order ought to get their political education from other sources than the *Magazine*. Bro. B. G. takes the liberty to insinuate that I prefer "funnygraphs," love stories, etc., to common-sense, instructive reading matter: well, Bro. B. G. there is actually very little difference between them and labor topics, worn out and discussed *ad nauseam* in campaign speeches and political club-meetings. If there is a "chestnut" in the literature of the day it is furnished by "labor and capital, labor legislation, inter-state commerce law, etc." I defy B. G. to read any of the daily papers or even "seven-up country weeklies" without finding the above topics discussed time and again in all imaginable forms and maltreated from the most extreme standpoint; he will search a long time before finding anything new even in the *Magazine* of the Brotherhood of Locomotive Firemen.

What I most rigidly object to Bro. B. G. is an article like "Land, Labor and Liberty," which contains the doctrines of Henry George, the leader of the *so-called* Labor party, in which article the writer refers to the ballot as the means to put an end to the monstrous iniquity of land grabbing.

From all reports it appears that demands for justice and fair dealing, increase of pay, etc., from locomotive firemen to their employers have met and are daily receiving the best considerations of the respective corporations. Why should it be then that the organ of the Firemen ought to continually keep up these eternal harangues about bloated capitalists, grasping monopolies, etc?

Bro. B. G., it is not the single word or sentence of an article, but the general tenor which determines its tendency. The *Magazine* can attend to the interests of the B. L. F. specifically without sacrificing the friendship of the workingmen in general. This is my opinion as certain as we cannot all have the same ideas, and I hope the 100,000 workingmen Bro. B. G. is talking about may soon put up their little dollar for a subscription to our *Magazine*. They are too slow for me in appreciating what is good for themselves.

When a person goes to discuss a subject he ought to be positive of understanding what he is talking about "get the hang of it you know." He ought to avoid all personalities, except when stumping the county against a rival for coroner, and adhere strictly to facts and not draw on his imagination, unless he be a phrenologist. This is especially necessary, when in debate against superior intellect. The disregard of the above will lead a person to misrepresentation and to force meaning into words, which could not very well be intended.

Bro. Broad Gauge's remark about the Mechanical and Ladies' Department are very true but in many regards he is as erroneous as error can be.

I despise a chronic kicker myself, but always respect individual ideas; and I know there is often considerable kicking done without kicking or tearing anything down. Often it wakes the sleeping ones and surely an animal is not flying "when in the act of kicking." *O. A. Dosskey.*

THE Brotherhood of Locomotive Firemen yesterday afternoon paid over to Frank Smock, of this city, the sum of $1,500, the sum that this beneficiary organization provides for each of its members that are totally disabled or incapacitated for work, either by disaster or disease. This is one of the few organizations in this country from which members receive absolute benefit before death, and at the hour of their greatest need. Charles Stanfield and J. B. Mawby made this payment at Mawby's place of business. Mr. Smock is a member of Mahoning Lodge, No. 199, B. of L. F. Mr. Smock and his wife desire to return to the officers and members of the Lodge their hearty thanks and to express their appreciation of the kindness and promptness of the committee.—[*Youngstown (O.) Independent.*

Digitized by Google

NEW YORK, Oct. 18, 1887.

To the Editor of the Firemen's Magazine:

A constant, and without boasting, I may say a careful reader of the *Magazine*, I am induced to depart from my habit of a reader and if permitted, engage in a little talk to the boys through the medium of the *Magazine*. I am influenced to this course because I notice, now and then, a disposition on the part of some of our correspondents to find fault with the contents of our organ. I have all the bound volumes of the *Magazine*. I do not boast of my library, but I have a few books, and the Locomotive Firemen's *Magazine* is the best of the collection. To some that may sound like taffy, as if written to tickle the ear of the editor. Such, however, is not the case. I value the *Magazine* because it is an honest history of our Brotherhood, because its pages tell of our ups and downs, of our trials and defeats and our victories—because it is, from first to last, Locomotive Firemen's literature. The boys write for the *Magazine*, it contains their thoughts, expresses their hopes and their ambitions, that which can be found in no other book. Now, I want to say, what is true, and what every Brotherhood Fireman knows to be true, that the *Magazine* for years past has shown a steady improvement. Firemen write better than they used to write. They are more intelligent, think better, think closer, are more critical, think upon a greater variety of subjects, have taken a higher position among thoughtful men, and are demanding that their Organ, their *Magazine*, shall keep abreast of the times, shall discuss current topics, particularly such questions as directly or indirectly relate to the welfare of society, that touch, however remotely, great social problems. Here in this great city, while I make no boast that Locomotive Firemen are superior to their brethren of the scoop in other places, still, it must be said, that here as in all great cities, Firemen are so situated, so surrounded with books, papers and magazines, that they are brought in contact with conditions which do not everywhere prevail, and they cannot help making comparisons between their publication and others, whether the organs of Brotherhoods or private enterprises, and I happen to know that in the Lodge room of 149 these comparisons are made, and nothing is more gratifying than to hear men say the *Locomotive Firemen's Magazine* is at the head of the list of Brotherhood organs. Its various departments are critical, and if objections are sometimes made, the verdict is always that it is in the lead, the best of the list. It is noticeable that no purely Brotherhood interest is overlooked, that there is always a manly defense of any Brotherhood right and a denunciation of Brotherhood wrongs, and that while this is prominently true, there is breadth and scope in the editorial articles, well calculated to give the *Magazine* high standing, not only in the Brotherhood, but beyond the boundaries of the Lodges. Many of these articles are fruitful of thought and are such as are found in no other Brotherhood publication in the world. It may be said to the great credit of the *Magazine* that its policy makes it popular with all railroad employees, and, in fact, with all wage earners, and this fact makes the *Magazine* everywhere a welcome visitor to intelligent working men, and must in the very nature of things, maintain its high standing. I am greatly entertained in the Mechanical Department of the *Magazine*. I notice with pride its steady improvement in the character of questions discussed, and I am, as a Fireman always ready as best I can, to applaud true merit. The correspondence of the *Magazine* is steadily, I may say rapidly improving. Many of the contributors write entertainingly and instructively, and the Woman's Department is taking high rank in the estimation of our mothers, wives, daughters, sisters and sweethearts. What is wanted is honest commendation of merit. The *Magazine* is a power in the Brotherhood, and I fail to discern reasons for fault finding while I do see much to commend. I fear I am overtasking your patience and drawing too largely on your space, and as I will write again by your permission, I will close by wishing the *Magazine* a still more prosperous career.

Manhattan.

ATCHISON, KAN., October 8, 1887.

Editor Locomotive Firemen's Magazine:

One of the social events of the season in our city was the marriage on Wednesday, October 5th, at 9 A. M., of Mr. Eugene S. Clark and Miss Gertrude S. Walters. The ceremony was performed at the Cathedral by the Rev. Father Pelter, the church being handsomely and appropriately decorated. The attendants were Mr Wm. Jacoby and Miss Mary Walters, sister of the bride. The marriage was witnessed by hosts of admiring friends. In the evening a reception was tendered to Mr. and Mrs Clark by the B. of L. F., who had beautifully decorated their hall for the occasion. The reception was largely attended and many beautiful gifts bestowed upon the newly wedded pair. Mr. Chas. H. Salisbury acted as master of ceremonies and was ably assisted by a reception committee, composed of a number of charming young ladies and gentlemen. An elegant wedding feast was served, after which dancing was indulged in. The event was by far the most enjoyable ever given by R. R. Centre Lodge No. 31. The groom was formerly a fireman on the Mo. P. R. R. and a member of 31. He has been lately promoted but is ever willing to extend a helping hand to the B. of L. F. The bride is a daughter of Mr. John Walters, the well known brick manufacturer of this city and stands high in the estimation of all her acquaintances. Mr. and Mrs. Clark will reside here, in a new house, which has been elegantly fitted up for them. R R. Centre Lodge wishes them long life and happiness.

No. 31.

[The *Magazine* joins in hearty congratulations to Eugene Clark and his bride. He is one of nature's noblemen and deserves all the good things his hosts of friends wish him.]

BUFFALO, N. Y., October 2, 1887.

Editor Locomotive Firemen's Magazine:

With your permission I will occupy a little of your valuable space, to say a few pleasant words for Buffalo Lodge No. 12. To judge others by one's self may or may not be always the right standard, but I confess that I like to know how the lodges of our great Brotherhood are getting along in the world. I like to know if they are prospering, if the membership is harmonious, pulling together, obeying the laws and keeping step to the drum beat of progress. Well, I want to say that No. 12, is in the best condition ever known in its history. Bro. J. J. Knoff makes a No. 1 Master, and a good Master of a lodge is like a good engineer on a train, like a good fireman, who is watchful and ambitious to make a good record and bring the train in on time. While Bro. Knoff is a good Master, Bro. Wm. J. Bruman can't be excelled as a Secretary. In fact all the officers of No. 12 are of the best material, and just here allow me to say there is no such thing as overestimating the value of good officers. They are leaders, and if ambitious, wide-awake, progressive and aggressive, they give character to the Lodge, give it influence and standing, while if they are of the other sort misfortune is almost certain to come. In looking over the list of members of No. 12 I will mention that Bro. L. J. Hatch of the B., R. & P. Ry. has been promoted to the position of hostler and is making a good one. Bro. J. J. O'Neal has been promoted to firing the local freight. Bro. Jas. McDonald, of the Lehigh Valley, has been promoted to the right hand side and is doing well. It is safe to say that all our members are doing well. We have lately missed Bro. Crossman from our meetings and could not imagine what had become of him. If you will go just around the corner of Seneca street and Michigan to the G. C. T., you will find the old veteran occupying a front seat. Bro. Con. Duggan is our chief kicker, but he always kicks for the good of Buffalo Lodge and the Order generally. Bro. Bixley, the silent man, is going to peddle his latest song at our next picnic. The title is "Laugh, Laugh, Laugh." May success attend him.

Buckeye.

Digitized by Google

HALLSTEAD, PA., October 16, 1887.

Editor Locomotive Firemen's Magazine:

I do not wish to be an intruder upon either your time or space, but I do consider it of sufficient importance to be given a brief hearing when there have been six promotions from among the members of our lodge. Mr. T. H. Hayes, our round house foreman, deserves great credit for the prudent choice he made in selecting engineers. Guess he knew that they were B of L. F. men. One of the new engineers is Bro. Jas. H. Moran, who now feels amply rewarded for the good work he done as a "stoker." Then there is Jas. T. Kirby, who is a twice happy man, having been recently married; also, John F. McCormick, who, the boys say, never gets left, and we can vouch for the truth of this statement. Next comes Tom Shannon, who is growing light in weight while assuming new responsibilities, and Frank Lawrence, who laughs and grows fat on the right side. Lastly there is H. P. Trowbridge, who has served faithfully and efficiently in the capacity of Receiver for our Lodge since its organization. It is evident that he gives entire satisfaction in all his duties. No. 283 wishes its newly promoted members every possible success, and hopes they may be the credit to the D. L. & W. that they have proven themselves to the B. of L. F.

E. J. M.

PINE BLUFF, ARK., November 4, 1887.

Editor Locomotive Firemen's Magazine:

The *Magazine* as usual is at hand. It is a very instructive work, and a welcome visitor. Appreciating information from other Lodges, I rejoice to say, for the good of the Order, that Ætna Lodge No. 168, is in a flourishing condition, and that our thirty-five members are all in good standing. We have also a few applications on hand for membership. I notice the promotion of Bro. J. Henderson to the right side. Success to you "Jule," old boy, and may you always remain the model young man you now are. Bro. Flaherty has fully recovered from the effects of his (dip in the golden sea) dive through Red River bridge. I am pleased to say that our Lodge is composed of good and kind-hearted Brotherhood men, always ready to extend the right hand of fellowship to each and every brother fireman they meet. Trusting this will appear in due season,

Telescope.

TORONTO, ONT., August 28, 1887.

Editor Locomotive Firemen's Magazine.

I avail myself of a leisure half hour to speak a word or two for Dominion Lodge, No 67. We have had an election of officers, always a matter of importance to the Lodge and to the Order at large, for so much depends upon the officers of a Lodge. They should always be representative men, men of intelligence, wide awake and aggressive, leaders, men profoundly interested in the welfare of the Lodge and of the Brotherhood at large. With such men in charge, Lodges would always prosper. In these regards Lodge 67 has been fortunate. In our recent election Bro. James Pratt was elected Master. He has been our Financier and Collector for the past four years, and his duties have been most satisfactorily performed, and we feel satisfied, as Master of the Lodge, everything will be done calculated to promote the welfare of the Lodge. Bro. Wm. Brent was elected Vice Master, a position which we think he will fill to the satisfaction of all. Bro. Vaughan is our Secretary and Receiver and Bro. Addie our Past Master. No 67 has also shown the esteem in which she holds her officers. At our last regular meeting, Bro. Joseph Lamb, our late Master, was presented with a handsome collarette. Mr. Lamb is thought to have been one of the best Masters 67 ever had. Our much esteemed brother, James Pratt, was presented with a Financier's collarette, and Bros. Vaughan and Reid with Past Master sashes. The officers and members of 67 are working hard to make her second to no Lodge in the Order. Bros. W. Campbell, Camplin, Abernethy, Connors and O'Brien have stepped to the right side, and all wish them success.

I remain yours, *One of the Boys.*

CAMDEN, N. J., Sept. 2, 1887.

Mr. Edieor:

If your space will permit, pleasegive this publication in the *Magazine.*

As a member of our beloved Order, I feel proud of the progressive spirit everywhere made manifest, by the constant addition to the number of Lodges. Surely, it may well be said it is founded on a rock. I am also proud of Old 72, as we affectionately call her. Our officers, we doubt not, will compare favorably with any in the Order. Our Master, Bro. Wm. Wiggins, has been re-elected for the present year. As a presiding officer, we feel assured that Bro. Wiggins is away up. I hope the members of 72 will profit by his example during the coming year, especially in their attendance at the Lodge meetings, as he was absent but once during the last year. Our Receiver, Bro. J. L. Gibbs, is so well known that it is unnecessary for me to write of the high esteem in which he is held by 72. Of our genial Secretary, he who wants the bicycle, we can say that he is the right man in the right place. There is one other of whom I must write, and that is Bro. Campbell, the Chairman of our Board of Trustees, the watch dog of our treasury. He lives strictly up to the letter of the law. We had quite a wave of prosperity to strike several of the boys, in the way of promotion to the right side, namely Bros. Campbell, O'Neill, Jobes, P. Wilson, Jones, Fort and Harris, Bro. Fort and Harris were treated to a double promotion. Besides acting as engineers for the P. R. R., they are acting as engineers and tenders for a couple of baby carriages, (both young engineers.) Bro. Harris is raising a mustache, on the strength of it. Bro. Fort was so proud over the nineteen pound boy, that he took the boys up to Test's and set 'em up to Moxie. Bro. Geo. Wilkinson gets off the following, with considerable eloquence:

"No man can know his strength,
Can feel the manhood sacred in his veins
Till he has known the deep, religious faith
Of one true woman in his offered love,
Till he has seen her set it like a gem
Upon his forehead, and in public gaze,
Full proudly wear it."

May they have many happy days. Bro. Harry Reynolds is wearing an eight by ten smile, these days. Ask Bro. Starkey if Bro. Joiner's wife makes good coffee. Bro. Harry Fine takes a long ride every Sunday, to see a man. Bro. Wiggins is getting to be quite a druggist. It is said of Bro. Starkey that he calls to see his sister, quite frequently. He smiles broadly when it is mentioned.

A few more words and I have done. When Bro. Campbell made his report to the Lodge, for the year ending August 1st, we were pleased to find that we had twice the amount of money in the treasury that we had at the ending of the preceding year.

I will close for this time, but you may hear from me again, if this escapes the waste basket.

Yours fraternally, *Easy.*

JERSEY CITY, N. J., Aug. 21, 1887.

Editor Locomotive Firemen's Magazine:

The *Magazine* has a host of warm friends in Washington Lodge No 13, and its pages are scanned with great interest and satisfaction. This being true of our Lodge we are satisfied that it is equally true of every other Lodge throughout the country. We take a great deal of interest in knowing what other Lodges are doing, so I write to tell the readers of the *Magazine* that old Washington, No. 13, is doing splendidly. To begin, let me say that Bro. Geo. Ross has migrated to the state of matrimony, has been promoted to the dignified station of a husband and all wish him and his bride a long and happy life. In the list of promotions in No. 13 I will mention Bros. E. J. Dwyer, H. Whitnack, J. Wickley, W. Rhodes, C. Foster, W. Lewis, L. W. Stoddard, C. A. Wilson, M. Shick, F. Wilcox and Chas. Ross. This shows them the record of our Lodge is good, and I will venture the assertion there is no other road with the same mileage that can show an equal number of promotions. Such records are worthy of a place in the *Magazine.*

Washington.

Digitized by Google

PHILADELPHIA, PA., Sept. 23, 1887.

Mr. Editor:

Allow me few words concerning Lodge No. 333, of Philadelphia. We were organized on October 3d, 1886, with twenty members, six of whom were by card from No. 75. Our membership now comprises some seventy members, all in good standing. The recent promotions include our worthy Master, Vice Master and Chaplain; also some others, not holding office, but who are quite active members, making, altogether some twenty-four engineers, all of whom were promoted since joining our Brotherhood. Just think of it, twenty-four engineers out of a membership of 70, and all of them are good Brotherhood men. We have a hard time recruiting, as the *Jacks*, or, as some call them, *Hogs*, are killing off the new firemen, who are in their first year at the trade, our trains being so heavy that few are able to stand up under the continual strain of irregular runs, long lay outs and heavy trains. Another cause for fatigue is the length of time between being called and getting out of the yard, which sometimes will be four hours, men being frequently ordered when there are no engines in the round-house for them to take out. We run on the "first in and first out" principle, which is supposed to be the most economical, by our division officers, but which, by the way, keeps the men from feeling pride in and taking particular care of any individual engine. I can recollect when we each had our own, then there was quite a competition in polishing brass and blackening front ends; that age is now past. I am now speaking of our freight service. The passenger men have their regular engines and are up to the mark in regard to appearances. Our run is ninety miles, with a good road, stone ballast, and four tracks most of the way, but nevertheless the *Jacks* have too many cars for a train. Five years ago a car load was 20,000 pounds. Now it is fifty, and I expect will soon be sixty thousand. Talk about hammer blows, just think what blows a 50,000 pound car would give if its side rods and counter balance were to strike the rail at the same time, even when only going at the rate of thirty miles per hour. But, I am digressing.

Lodge No. 333 has ordered a black board and some chalk. It has some able demonstrators of the various parts, qualities and action of the locomotive, and as there have been so many examinations preparatory to promotion, the boys have awakened to the necessity of being booked up. One of our members has a fine model of a Locomotive Valve Motion, which he is ready to talk about at any time.

In closing, I must invite any and all who may wander into our neighborhood to give us a call. We meet on the second and fourth Tuesdays of each month, at 7:30 p. m., at the corner of 40th and Lancaster avenue. Yours fraternally,

333.

HAMILTON, ONT., October 10, 1887.

Editor Locomotive Firemen's Magazine:

Being a member of Maple Leaf Lodge No. 151, and a constant reader of the *Magazine*, I am disposed to complain, because I so seldom see anything in the *Magazine* concerning our Lodge. In asking myself who is to blame for this neglect, and remembering that "what is everybody's business is no body's business." I have concluded not to inquire further, but to say a few words myself and inform all who care to know that the boys of No. 151 are doing their best to maintain the good name of our Order. We have a splendid hall in which to hold our meetings, but the boys, I am sorry to say, can't attend very regularly, as Sundays are like all other days with us, and only those who have steady runs can attend the meetings. Several of the firemen on our Division have been promoted to the throttle. Bro. T. Waight, for better or for worse, has been promoted to the high office of husband to one of the Queen City's fair daughters, and in due time we are expecting the cigars. There are several others of our members who have entered into matrimonial alliances and we all wish them good luck.

Yours,

First In, First Out.

KANSAS CITY, MO., August 17, 1887.

Editor Locomotive Firemen's Magazine:

With a sad heart I write to the *Magazine* to day, for Big Four Lodge, No. 337, is robed in mourning on account of the death of Bro. James E. Pringle, who was fatally wounded August 7. While attempting to get upon his engine he was thrown under the front driving wheel, which passed over one of his legs. Amputation was necessary, but he did not rally after the operation was performed, and passed away at 1:30, on the morning of the 8. The remains of Bro. Pringle were shipped to Eldon for interment, and the members of 337 and the members of the Lodge of Odd Fellows, of which he was also a member, escorted the remains to the depot.

Bro. Pringle, shortly previous to the fatal accident, had dinner with his little family, and in perfect health had cheerfully returned to his work, so soon to be borne back by his comrades, to die. Thus ended the career of our brother, but all still have a duty to perform to the living, a lonely woman, a sorrowing widow and a little orphan girl are left for us to care for. What a satisfaction it is to know that it is in our power to provide the means whereby they may be made comfortable. Brothers, let us be more determined in the future to meet all our obligations to the Brotherhood promptly, so that in time of need we will not be found wanting.

"S."

EAGLE GROVE, IOWA, Sept. 22, 1887.

Editor Locomotive Firemen's Magazine:

Something like a year and a half has elapsed since you published a descriptive paragraph of a banquet and ball, given under the auspices of No. 132 and which was such a financial and social success. That letter was the first, in the way of correspondence, ever contributed from our Lodge; and, notwithstanding, its main object was to serve as a prelude to a long train of correspondence, which I felt sure would follow, not one item has been given you by the many members who, in other ways, are such indefatigable workers. Since that time we have met with the only real misfortune we sustained since our organization, three of our members being called from us forever. We hope the next year, opening so brightly before us, will be productive of more happiness and less sorrow.

Our officers, for the ensuing year, are more efficient if that were possible, than their predecessors, and the boys, in general seem more attentive to their duties than they did a year ago. W. J. Coleman wields the gavel now, and although it is unnecessary to state, yet it may be interesting to some of our larger Lodges to know that the discipline he teaches would be exemplary in any Lodge in our Order. G. F. Coleman does duty as Collector, and, rest assured, that every dollar he throws into the purse of Tony Hagen (which shuts up like a bite) stays there until "Our Gene," from Terre Haute, makes a call for more bread for the widows and orphans. Our Secretary shows his merits, by re-election; and Millard Filmore, whose surname is Murphy, pigeon-holes no correspondence and neglects no business.

Would space permit, I could speak a good word for every one of our boys, and do so conscientiously. However, I shall not forget to make mention that "Senator Bowes," at present writing, is doing the Keystone State and its principal cities. The Senator is the fireman on the Sioux City express, who draws but little short of $150 per month. Others of our members draw a like salary, but earn it on the right side of the engine, and I have heard it quietly rumored that "Dannie" don't earn his, even there. Yet, I cannot believe it, for he goes into pay car "C" with the rest of the boys, and does not back in, either.

Our Lodge numbers forty members now, and let me state here that most of our officers have been pulling the throttle for two or more years. That they may adhere to their present sentiments through life, is my sincere wish, and I vow there is one that will always *stick*, and that is

Postage Stamp.

Digitized by Google

For the Magazine.

ETERNITY.

We are are drifting on, ever on we go
The waters of time unceasingly flow,
And bear us along to the boundless sea
Of that mysterious eternity.

The theme is appalling to contemplate,
For then, yes, oh then, what may be our fate
If conscience accuses that we're not right,
Like David, for mercy we'll plead day and night.

O God in thy mercy look down, we pray,
On us poor sinners who've oft gone astray;
Restrain us, direct and guide us aright,
May we find favor and grace in thy sight.

Let not His blood that for sinners was slain,
Let it not Lord be shed for us in vain,
But wash our souls pure and grant they may be
Prepared for all heavenly joys to see.

— *Edward Splaine.*

SCRANTON, PA., September 10, 1887.

Mr. Editor:

The members of Acme Lodge are highly pleased over the late promotion of their Master, Bro. Sam Travis. Bro. Travis' ability as Master is highly appreciated by the members of his Lodge, which was plainly shown at the last election of officers by his being elected to a second term. Bro. Travis is an able and energetic worker, and has done credit to every office he has occupied. He was also one of the prime movers in the adjusting of very important grievances on the D. L. & W. system, in the past year. Success to Bro. Sam in his new calling as locomotive engineer. *Acme.*

HARTFORD, CONN., Sept. 11, 1887.

Editor Locomotive Firemen's Magazine:

Looking over the pages of the September *Magazine* I find that my previous effort did not come to grief as I feared it had. I am, therefore, somewhat encouraged to try again. No. 285 still continues to "boom;" we have forty-eight members now, and still more to follow. Bro. Neild, who was so severely scalded last winter, is running the 72 in the Waterbury yard. Bro. Shaffer and Bro. Hayden have joined the ranks of the benedicts since my last writing. Bro. Dwer is the father of a nine-pound boy, and is real happy in consequence. Bro. Hoyt must have a great attraction over the vacant store. What makes Bro. Beebe so sleepy on Monday, Wednesday and Friday mornings? Wishing the *Magazine* and the Brotherhood of Locomotive Firemen success, I am, as ever, *Tallow Pot.*

SEYMOUR, IND., September 20, 1887.

Editor Locomotive Firemen's Magazine:

It gives me great pleasure to inform our Sister Lodges that "Tried and True," No. 361, is rapidly going to the front, and I predict that it will not be long until she is one of the banner Lodges of the Hoosier State. A number of our members are new in the work, but they are taking hold with a good will, and it is astonishing to see what progress they are making. Bro. Schermerhorn, in common parlance, is a dandy, especially when he has a west end smile on him. Bro. Dan Cadden has an idea that boxing gloves are the proper thing to wear while handling the scoop. Bro. Robinson has made the boast that he can eat more pie than Bro. Balk. Both are experts in that capacity. It is said that Bro. Balk has some intention of turning benedict, but he fears that his future better half will not be able to bake an apple pie to his liking. The young lady will be required to pass an examination in that capacity before Bro. H. sends for the minister. Bro. Kosker is firing engine 108 on the west end and says she is a daisy, when he lays off and polishes her up. All our members are clever boys and take a great interest in the Order, and if "Tried and True," No. 361, don't make a creditable showing by this time next year, it will not be their fault. *Seymour.*

CHICAGO, ILL., September 12, 1887.

Editor Locomotive Firemen's Magazine:

Yesterday "47" turned out to celebrate her annual picnic, which was, as usual, a success. The day did not look to be very encouraging in the morning, but at 10 o'clock A. M. the anchor was weighed, all canvass spread and we sailed for the harbor known as Gardner's Park, along the line of the P. C. R. R. Commodore Schackner and Lieutenant Eustace had command. We steered about southwest by west half west, with a beam wind which carried us to our destination. After getting safely over the bar and into the harbor, Bro. H. Scanlon stood off on the starboard tack and made a bee line for the grand stand, where he started the ball a' rolling with dancing. Sampsel came next, clipper limit and copper fastened, with Eustace in his wake carrying the flags of the nation at his topmast head. A sail was sighted towards evening steering for the park, which turned out to be the iron bound steam tug John Miller, with two other craft in tow. Miller had a fore staysail spanker, topsails and royals set, and for towing handsome crafts around the park, he took the bakery. Bro. F. Murphy sprung a leak and had his figure head slightly damaged, and had to be towed home by the A. Booth, an iron tug. I could hear Bro F. Dunham sailing past with the 225, as if he was taking a run for the highest peak of the Rocky Mountains. I pity the stoker he had. Frank must have had her down in the 96 inch notch. There were several of the members of 214 on the grounds, and all seemed to enjoy themselves immensely, and everything seemed to satisfy every one present.

Yours fraternally, *Irish.*

[This correspondent, as will be observed by his signature, is no relation of our Vice Grand Master.—ED. *Magazine.*]

DERRY STATION, PA., Sept. 15, 1887.

Editor Locomotive Firemen's Magazine:

Why is it that we hear so little from the boys of No. 310? Their Lodge is certainly in a prosperous condition—if doing good work and increasing their membership can be called prosperous.

Not long since Bro. Myers united his fortunes with those of a farmer's pretty daughter, and I think some of the others will shortly follow his worthy example. Bro. Marks boasts of having the prettiest girl in town. We know Ed never tells an untruth, but sometimes "love's eyes are blinded." Bro. Waddell, is erecting a handsome dwelling house on Chestnut street. We would like to know which one of the "dear girls" will make home bright for him. However, we have our suspicions. Now, boys of 310, "wake up," and let us hear from you all. If this meets with success I will try again. With best wishes for the success of the Brotherhood.

Echo.

ARGENTA, ARK., Sept. 13, 1887.

Mr. Editor:

Three Branch Lodge is in an excellent condition. The members are good, staunch men, and as the wheel of time rolls on the boys continue to get to the right side. Among the late promotions are Bros. George Yunch and Lewis Moore, and some others that I can't call to mind just now. Our meetings of late are very interesting. Debating on different subjects pertaining to our calling is indulged in until a late hour. Sometimes some of us run into a red light and then we have to get further orders before we can continue on our way. But our worthy Master keeps his best eye on the speed recorder and don't allow too much fast running. I hope Three Branch Lodge will continue in the good work and that the boys will make her a banner lodge yet. If this don't go in the ditch or collide with the waste basket, I will try again some day, if I don't run against a red flag myself.

Yours fraternally, *F. U.*

N. B.—Bro. L. Moore met with a very serious accident a few days ago by getting accidently shot, but is doing very well at this time. *F. U.*

Digitized by Google

DESOTO, MO., Sept. 23. 1887.

Editor Locomotive Firemen's Magazine:

I have been a reader of the *Magazine* for over six years, during which time I have failed to find in its pages any word from the members of Pride of the West Lodge, No. 6, DeSoto, Mo. Were it not for our Grand Officers and visiting brethren we would not know there was such a Lodge in existence. I doubt not that the members of No. 6 are eminently capable to write interestingly, nor do I doubt their loyalty to the Brotherhood. I do not wish to hear them boasting, but to write such things as will inform sister Lodges that No. 6 is striving to keep up with the procession. Such information is always cheering to true Brotherhood men. I have been informed that quite a number of the members of No. 6 have been promoted and are running engines on the Iron Mountain road, and I am told that No. 6 has enjoyed a steady increase of membership. Such facts are cheering and Brotherhood men like to hear them. According to the rate of wages and the amount of business done on the Iron Mountain road the members of No. 6 must be making pretty good wages, so I think No. 6 ought to be in every sense of the word the "Pride of the West." I have been unfortunate in not being able to attend Lodge meetings, but the members of the Lodge whom I have met seem to be pretty good speakers, and I think a man who is able to make a good address ought to be able to write an interesing letter. For instance, Bro. W. Edy, delegate to the Thirteenth Annual Convention, could, I think, entertain the readers of the *Magazine* if he would try. Then there are Bros. R. H. Lanham and John W. Moore, whom I have heard spoken of as the model Collector and Receiver; either of them could write instructively if they would try. I listened attentively to Bro. Moore, when on the local Board of Adjustment, and expected to see something from his pen in regard to the importance of a union meeting between local boards of the Gould Southwest system, but the subject was dropped as though it was of no consequence whatever. I often hear brothers talking on the streets in a way indicative of power to write, and if they should conclude to try their hand in the future I shall be well paid for my effort to remind them of their duty to contribute something to our valuable book. With good wishes for our noble Brotherhood and the *Firemen's Magazine*, I remain

Yours fraternally, *Fireman.*

SOMERSET, KY., Sept. 13, 1887.

Editor Locomotive Firemen's Magazine:

This place is the headquarters of Morgan Crane Lodge, No. 367, of the Brotherhood of Locomotive Firemen, which was organized August 29, 1887. But notwithstanding its youth the members are working splendidly in harness, each and every one seemingly bent on making 367 one of the best and most progressive Lodges on the continent, if not one of the largest. It will be our ambition to make up in zeal and hard work for the good of the Order what we lack in numbers. It may interest the readers of the *Magazine* to know that our Lodge started out with a grand inaugural ball, the success of which the following notice taken from our local paper fully sets forth:

"The Firemen's ball was a grand success, a pleasant time and a good supper was enjoyed by all. About two hundred were present. Try it again, boys, you are all right.

"The Morgan Crane Lodge, No. 367, Brotherhood of Locomotive Firemen, on the second and third districts of the C. N. O. & T. P. Ry. gave a grand inaugural ball at Johnson's Hall on the 30th ult. It was a grand success in every respect, and the gentlemen in charge of the affair have every cause to feel highly gratified with their successful effort. Mr. Sam S. Morris, chief floor manager, with his able corps of assistants, comprising Messrs. Geo. Feffer, H. G. Lucas, Martin Conniff, John W. Fowler, Pat Crow and L. W. Holloway were untiring in their efforts to give everybody a good time, and the whole public unite in voting their success immense. The celebrated Danville orchestra furnished the music for the occasion. Among those present were Mr. Thomas Walsh, the genial Master Mechanic, and Mrs. Connors, J. W. Kirby and wife, Mr. Lenehan and wife, Will Walsh and Miss Susie McCabe, Capt. McCarty and Mrs. Kate McCabe, Mrs. P. Taylor and daughter, John Borden and Miss Nora McMannama, Mr. Jackson and Miss Bee Dunn, Mr. Fitzpatrick and Miss Birdie Hicks, Mr. Chestnut and the Misses Farriss, Capt John Carney and wife, Capt. Moran and Miss Ryan, L. W. Holloway and the Misses Foster, Mr. Connors and Miss Bourne, Con Cronin and Miss Dunham, Geo. Feffer and Mrs. Pelton, and Misses Boone, Bush, Turpin and Clark, Misses Belle and Julia McCarty, of High Bridge; Miss Agnes Carney, of Junction City; Miss Nannie Clark, of Winfield, Tenn.; J. W. Fowler and wife, C. Brint and wife, Mr. Fisher and Miss McCarty, Messrs. Andy Crawford, Joe Claunch, John Waddle, Charlie Adams, Charlie Richardson, Morgan Crane, Dowel Rich, and many others prominent in Somerset society."

The question is asked almost every day by someone, "When are you going to give another ball?" We can't answer the question at present, but when it comes it will be a good one. I want to say, should any member from another Lodge chance to come this way, he will find a warm welcome, and if need be, a helping hand. We shall at all times be glad to meet and help Brotherhood men. This has always been our feeling, but more so now than ever before, and we shall be glad to shake hands with a brother let him come from where he may.

Horace G. Lucas.

SCRANTON, PA., August 22, 1887.

Editor Locomotive Firemen's Magazine:

Acme Lodge, No. 228 is prospering, and our Master, Bro. S. M. Travis, has been promoted, and we all wish him a prosperous career. Our officers are all good men, and work hard to maintain the high standing of the Lodge and the good of the Order generally, and we would like to see every member of the Lodge in attendance at the regular meetings. I regret to say some members have not been in the Lodge for three months, and some not in six months. Now, boys, this is all wrong. To secure the largest measure of success, we must be prompt in our attendance upon the meetings of the Lodge. Ours is a great and a good cause, our Brotherhood one of the best in the land. We want to make it still better. To do this we must all attend the meetings, consult together and do our best.

Yours, "228."

MCCOOK, NEB., August 25, 1887.

Editor Locomotive Firemen's Magazine:

Owing to the building of new roads and the scattering of our members, it has been almost impossible to get enough of them together to hold our regular meetings, and what few members remain are kept so busy that they are not in on time to attend. But there never was a truer or more faithful set of boys than the members of Neighbor Lodge. During the past eight months a few members have been expelled, and it is a matter of deep regret that there are some firemen who can be led astray, but Neighbor Lodge is made up for the most part of good, sound men, who labor for the good of the Brotherhood. But still the members on the B. & M. R. R. dare not carry a brother from one end of a switch to the other without losing his job, or running the risk of losing it. We are waiting and hoping the time will come when a locomotive fireman will be treated with respect. It is a humiliating fact, that many firemen do those things for which they have to be expelled, they will get drunk, or be guilty of some other impropriety that disgraces the Lodge, brings discredit upon those who are trying to do right, and which makes it hard work to maintain their good name. For such causes we have lost many good members, more than we would have lost if the Brotherhood could take care of its traveling members, who are looking for work. I would like to see every member of the B. of L. F. keep in good standing and carry himself in such a way as to win the respect of our citizens, and make themselves useful to the Brotherhood. *I. W. Jackson*

Digitized by Google

MACON, GA., August 16, 1887.

Editor Locomotive Firemen's Magazine:

I notice in reading the *Magazine* that communications from the South are few and far between. I see that letters pour in upon you from other sections of the country, and I presume your space is valuable, but it looks badly for this section of the country to remain so continuously silent. It is a mistake, and our brothers of the South should see it and be more communicative. I fear they do not take proper interest in the welfare of their Lodges to atttend the regular meetings. Due consideration should be had for rest and sleep, but when we see how few attend the Lodge meetings, a good Brotherhood man is liable to become discouraged. Come, brethren, let us wake up, roll up our sleeves and work for our noble Order, and in all things be true to our obligation. There is enough for us to do. I am glad to say that Macon Lodge is awakening from its almost Rip Van Winkle sleep that has so long interfered with her progress, and the future looks more cheering. We are waking up, brushing the wrinkles from our clothes, putting on "biled shirts," and as there are no fairs in progress hereabouts we are going to have one of our own, and we hope our sister Lodges will help us in our good work.

Every Lodge in the Order must be deeply interested in the coming Convention to be held at Atlanta, and the work it is expected to accomplish.

By looking over the condition of our Lodges from a financial standpoint it will be seen that we are not posseesed of wealth, and we must do something to better our condition. To this end we are working, and we must ask assistance from all who are interested in the success of the Brotherhood work in this section, and any donation, no matter how small, for this, our first effort, will be thankfully received by your humbe servant,

N. S. Outler, Sec-Treas.

ALLEGHENY, PA., September 18, 1887.

Editor Locomotive Firemen's Magazine:

Smoky City Lodge, No. 219, as the readers of the *Magazine* may like to know, is still keeping step to the inspiring music of progress. There has been a material change in the offices of the Lodge since my last letter to you was written. Bro. McCarty fills the office of Collector, and, from the size of the pocket book he carries, I think must be doing a good business. I read with great interest the article in the September number of the *Magazine* in regard to the trouble on the evevated road, and would say to the members of 291 that they have our deepest sympathy. The little trouble should not discourage the rest of the brothers, but should urge them to greater exertion in the future. I would like to see every member of the B. of L. F. roll up his sleeves and pitch in with heart and hand, and we will be rewarded by seeing the grand old banner of the Brotherhood floating majestically from the towering dome of success. Yours fraternally,

Modified.

ELKHART, IND., Sept. 8, 1887.

Mr. Editor:

Allow me again through the *Magazine* to inform the Brothers of our noble Order that Prospect Lodge No. 162 is not dead nor sleeping. We have over ninety members in good standing and they are all interested in the work of the Order. We have new officers and boards and everything is running smoothly. It has been quite a long time since I have seen anything from our Lodge, so I thought I would write a few lines and perhaps some of our literary brothers would take hold. We are very busy now, and the boys don't have much time to write. I met Vice Grand Master Hannahan in Chicago the other day, and he spoke very encouragingly of our noble work. Well, I guess I will close for this time. Hoping to see this in our next *Magazine*, I am fraternally,

West End.

FRANKFORT, N. Y., Sept. 17, 1887.

Editor Locomotive Firemen's Magazine:

It may be interesting to some of the members of our Brotherhood to learn that West Shore Lodge, No. 213, held its fourth annual picnic at Palmer's Grove, August 25, and that it passed off pleasantly. When the dancing began a number of gentlemen were found on the floor tripping the light fantastic who had not provided themselves with tickets, and it was pleasant to notice with what elegance of style Bros. Dorsch and Sullivan attended to the matter and collected the money. Bro. Gillen, the floor manager was too busily engaged to give attention to the floor, and Bro. Potts, a favorite with the young ladies, took his place, and I think will be caught as Bro. Zollner was July 6, when he was married to Miss Kittie Potter, daughter of E. D. Potter, Superintendent of Water Works. The platform where the dancing lads and lassies enjoyed themselves, was beautifully decorated, for which Bro. Sisk is entitled to much credit, and he is one of the hardest working men we have. He is always on hand to help the enjoyment of others, but has never had the good luck to be off duty to attend any of the entertainments. The Lodge received a call from our Vice Grand Master, and we are all much better posted than we were before we had the great pleasure of seeing and hearing him. *T.*

ALTOONA, PA., Sept. 18, 1887.

Editor Locomotive Firemen's Magazine:

On Tuesday, September 13, Bro. W. L. Beck, of Altoona Lodge, No. 287, was killed in a collision on the Pittsburg & Western Railroad, near Newcastle Junction. Bro. Beck was hauling a freight train with engine No. 115, when he collided with the work train. Bro. Beck adds another name to the list of heroes who went down at the post of duty, meeting death with his hand on the throttle. Bro. Beck met his death by his engine turning over and partly burying him beneath the iron monster, while his cries of "Charlie! Charlie! Can't you help me? Do get me out of this. Cut my leg off and get me out this!" could be heard above the roar and rush of hissing, scalding steam. But those who stood by listening to his appeals for aid were powerless to help, while each minute must have been an age of torture to him, as the scalding steam burned deeper and deeper into his flesh till it was ready to drop from the bone. Such was the suffering he endured till a physician arrived and amputated his limb, after which he lived five hours. The body was taken in charge by Mr. A. Lindsay, of No. 75 Isabella street, Allegheny, Pa., with whom he had boarded. On Wednesday, the 14th, the body was shipped to Bellefonte, Pa., for burial On Friday, the 16th of September, the remains of Bro. Beck were placed in the tomb according to the last sad rites of the Brotherhood. Bro. Beck leaves an aged father and mother, loving sisters and a heart-broken young wife to mourn his death In the death of Bro. Beck, Lodge No. 287 has lost a faithful member and the Brotherhood at large an earnest and honest worker. *A Brother.*

POCATELLO, IDAHO, Sept. 25, 1887.

Editor Firemen's Magazine:

DEAR SIR:—As I have a few hours of leisure time, and not seeing anything in the *Magazine* from 113, I thought I would write a few lines to inform you and the brothers that we are climbing the ladder, round by round. For the past year we have been like a ship without a rudder, first at one place and then another. There were not enough together at one time to hold meetings. But now we are sailing on smooth water and manage to have a meeting each week. All we want now is our Grand Master to pay us a visit. There are some of the brothers that could stand a few lectures from him in regard to non-attendance. I see in the September *Magazine* that he has made appointments to visit several Lodges through this part of the country, and we are still living in hopes that he won't forget the poor, grimy-faced firemen of Idaho. Should *he* or any of the grand officers chance to come this way, they

Digitized by Google

will be held for orders. Business is dull at present; however, we manage to keep the wolf from the door. It will not be long until snow flies and work will be knocking at every man's door. It has been already mentioned in the *Magazine* about the gauge of our road being widened. It has thrown a great many of the boys out of employment, fourteen firemen being discharged and several engineers set back to the old position of watching the gauge and having control of the scoop, and a clear track for the fire-box. I heard several complain about their backs and kidneys after they made the first trip. The liniment used is to fire a switch engine. The cure is as bad as the disease. They have to study the time card in regard the use of half signals. One of the brothers is grieving because he can not get a switch engine to fire. Will some brother tell us why old Abe is building a house in Pocatello? I think "Maybe so heap catch 'em girl in Ogden." *Irish Dude.*

NEWTON, KAN., September 24, 1887.

Editor Locomotive Firemen's Magazine:

I write briefly relative to a special meeting held in our Lodge-room last evening. Bro Hannahan, Vice Grand Master, organized a Lodge in Eldorado the morning of the 23, and your correspondent was present on the occasion. Permit me to say on behalf of the new Lodge and its members, that Bro. Hannahan and myself were treated with the utmost consideration. An excellent dinner was prepared for us, but owing to the early departure of the train, we had to leave with empty stomachs, which was was not agreeable to Bro. H., as he had had no breakfast that morning. From Eldorado he expected to go direct to Council Grove, but as he could not make connections over the M. P. system, he concluded to lay over at Newton and give us a meeting.

On our arrival at Newton, the first thing in order was to satisfy the demands of the inner man, and during the remainder of the afternoon we got all the boys together and at 7:30 we held a meeting, with Bro. Hannahan in the chair. Bro. Hannahan, after the meeting was regularly opened, discoursed on the standing of the Order, the number of Lodges organized during the past year and the general good feeling prevailing throughout the country towards the Brotherhood. He then exemplified the secret work of the Order, after which the Lodge was dismissed in order to hold a union meeting with the Locomotive Engineers—and immediately the men of the throttle filed in. Following the friendly chat between engineers and firemen, Bro. Hannahan was called upon to address the meeting. His subject was that there should be more harmony between the two great Brotherhoods, and his address was highly instructive and gave satisfaction to all.

Yours fraternally,
Chas. S. Druce.

For the Magazine:

AUTUMN.

'Tis autumn by the half-clothed trees,
And all the land is seeking rest;
The blue bird, robin, and the bees,
Are now in quest of winter's ease.

The acorn and the walnut falls;
The milkweed turns its leaves to gold,
And thistles nod, and blue stems tall
Grow slowly old at nature's call.

The skies have donned their brightest blue,
And trimmed their robes in fleecy lace;
For autumn's task is almost through,
And soon we'll see grim winter's face.

Count the leaves that's falling now,
They fall not knowing whither nor how:
All hurrying home to dream of the past,
Like our brothers after a hard day's task.

Yes, hurrying home to the ones so dear,
Who welcome them with love and cheer;
Home to those happy ones they throng,
May the boys of "Old Kentuck" live long.

CINCINNATI, September, 1887. *M. M. R.*

For the Magazine.

HAD I BUT KNOWN.

Had I but known, I know it now, too late
To make a reparation for the wrong:
For she has passed beyond the pearly gate,
While I still mingle with the busy throng.

I loved her with a love beyond compare,
I kissed her as I left her at each morn,
My house was not my home were she not there,
A dwelling only, desolate, forlorn.

And when at night, weary and full of care,
I sought my fireside and needed rest,
I was content to sit beside her there,
And know in her I was supremely blest.

Last night, as Dora sat upon my knee,
She looked up at me with her clear brown eyes
Her mother's look so clearly did I see
I could not check the tears—they would arise.

Papa did you love mamma? Oh, my dear,
How can you ask me? 'Cause I want to know,
I asked mamma once, and she just cried a tear,
And said, papa does, but never tells me so.

Had I but known! How vain is all regret,
But in that better land where all saints go,
She now must know I loved her, love her yet,
Although so seldom here I told her so.

SAN ANTONIO, TEXAS. *M. M.*

POINT EDWARD, ONT., August 19, 1887.

Editor Locomotive Firemen's Magazine:

With your permission I will contribute a few notes to the *Magazine* in regard to the pleasures, prospects and prosperity of Huron Lodge, No. 221. Bro. Hannahan has been near us, so near that as many of our Lodge as could get away went to hear him, and it is useless to say were delighted and instructed, and we hope at no distant day to see him on this side of the river. You remember the old aphorism, "all work and no play makes Jack a dull boy," and a dull girl as well, so we concluded to have a moonlight excursion, and on the 15th inst. we took the steamer O. D. Conger to St. Clair, and although there wasn't much moonlight there was an immense amount of pleasure, and the change from riding on the rail to skimming over the blue waters was an unalloyed delight, and everybody was happy. The committee who had the excursion in charge made it a success in all regards, and were well rewarded for their labors, and as a matter of course, Bros. Renton, Morrison, Elliott, Farmer, Forbes, Burgess, Everett, McMillan, Pethrick and Gray are amply compensated by the reflection that a joyous good time was had. Bros. Renton and Gray had charge of the refreshment department, and were equal to every emergency and won universal approval. You will observe that everything went off according to programme, and our noble Brotherhood scored another luminous mark in its history. The committee desire to thank the ladies who so kindly assistad in giving *eclat* to the occasion, and you know, Mr. Editor, that we can't get along without the assistance of the ladies. We expect great things from our new officers this year, and to stride forward in all things that are for the good of the noble Order.

Huron.

For the Magazine.

TO AN INFANT AT ITS BIRTH.

Welcome sweet little stranger dear,
For you are quite a stranger here,
And while on earth you do remain,
May you escape each sinful stain.

May God preserve you all your days,
And may you walk in wisdom's ways,
And when your brief career is o'er,
May you land safe on Canaan's shore.

—Edward Splaine.

Digitized by Google

MAUCH CHUNK, PA., Sept. 8, 1887.

Editor Locomotive Firemen's Magazine:

I think it is the duty of the Lodges of our noble Brotherhood to communicate with each other through the columns of the *Magazine*, and therefore I write about Lehigh Lodge, No. 251, which is increasing in membership slowly but steadily. I want to say we have all good men here among the big mountains of the Switzerland of America. I am confident it would do our Grand Officers some good to visit us. We think they have forgotten us, but they don't forget us when there is a call to be made, for then No. 251 is right on hand with her cash, every time, you bet, and we think we ought to have a call from some of our big guns. We had four initiations on the 7th inst., and there are more ready to come into this great and noble Order of ours. We claim there is no other that gives more to its members for $1.00 than the Brotherhood of Locomotive Firemen. It has a noble mission, and all who are so fortunate as to have a place in its ranks are to be congratulated We have elected a new set of officers, except Receiver and Collector. Our present Receiver fills the bill, and was the choice of the membership and was re-elected by acclamation. I have noticed in some of the late issues of the *Magazine* great praise of the Collectors, some of the Lodges. Now we think of the 360 subordinate Lodges of the Order not one has a better Collector than No. 251. He makes the boys come to time every time. He is No. 1, and no mistake. His books are straight, and the membership is kept always on that line, and he is a thorough Brotherhood man hear and hand. He was re-elected by acclamation, and also for delegate. He is a great worker in our Order, and has all of its great interests at heart.

Mount Pisgah.

MONCTON, N. B., Oct. 16, 1887.

Mr. Editor:

"He came, we saw him, he conquered," that is to say Bro. F. P. Sargent, Grand Master of the B. of L. F., conquered all erroneous notions as to what kind of a looking man the Grand Master was when he arrived on the 10th of October, at 10 18, from St. Johns. Some of the boys had their eyes skinned for a clerical looking individual, with a long tailed coat and a plug hat, specs, side whiskers, and a half dozen emblems of the Order on his manly bosom, but they got left. However, the reception committee of Glad Tidings Lodge did not, for Bro. Coggan spotted him the minute he struck the platform. I think Mizzie must have got a tip somewhere as to what kind of a looking man the Grand Master was, but he got there all the same, and introduced the rest of the gang to a stout, well-built, fine looking man in the prime of life, and the gang sized him up, voted him solid from the ground up, and welcomed him cordially. After the reception committee had showed him around and the inner man had been satisfied at dinner at the Hotel Brunswick, he visited Glad Tidings Lodge, No. 233, which met in their new hall in Victoria Block in special session at 15 o'clock sharp, to receive him. After Lodge was opened on schedule time by the Vice Master Hackett (Bro. F. Probert, the Master, being unable to get in off the road in time) the visitors began to come. First Bro. Hennessey, of Sunbeam Lodge, No. 171, followed by Bros. Bulmer, Morton, Deveraux and Howie, of Sugar Loaf, No. 144. Bro. W. H. Rougean, Master of Colonial, No. 119, was also present. About 15:10 the guest of the day arrived and was admitted to the Lodge, where he received a hearty welcome and was given the seat of honor beside the Master, and as we had met solely for the purpose of meeting with the Grand Master the order of business was taken up at "Debate, Good of the Order," and you can gamble your last big Canadian copper that it was for the "Good of the Order." When F. P. Sargent rose to his feet to speak at 15:25 and when he resumed his seat at 17:40 the Brotherhood of Locomotive Firemen was benefitted more in this section of the country than has been done before or since its banner was planted here. The bursts of applause that frequently interrupted Bro. Sargent in his speech showed how thoroughly he had won the attention of his hearers, and how truly his sentiments were coincided with; one brother being heard to whisper loud enough to be heard in the next block, "Them's my sentiment, by thunder!" and when the Grand Master took his seat, the applause fairly shook the building. He was followed by Bro. Rougeau, of Colonial Lodge, and Bro. Hennessey, of Sunbeam Lodge, and Bros. Bulmer, Deveraux, Howie and Morton, of Sugar Loaf Lodge, No. 144. Then followed Bro. Stevens, surnamed the kicker, of this Lodge. Bros. Coggan, Anderson, and in fact all the members of Glad Tiding's Lodge had a word to say for the good of the Order, thus the time slipped pleasantly by till 19:15, when the Lodge was adjourned to meet at 20 o'clock at Getchell's restaurant, in public session, this meeting being called to discuss an oyster supper given in honor of Bro. Sargent by Glad Tidings Lodge. Among our guests were some prominent citizens, also Mr. Nelson L. Rand, Locomotive Foreman at Moncton, and some of the representative members of the different Divisions of the B. of L. E., on the I. C. R Having disposed of the good things on the table which was gotten up in mine host Getchell's usual good style, toasts became the order of the evening.

The toast, "the President of the United States," was proposed and heartily drank (in pure Scott act water), and was responded to by F. P. Sargent, who, in a happy and eloquent speech of some length, completely won the hearts of all present and set the B. of L. F. before our guests in its true light.

Quite a number of engineers and firemen were at the I. C. R. depot next morning to bid Bro. Sargent good-bye, and God-speed, when he left on the Halifax express to visit Sunbeam Lodge 171, Truro, N. S. He was accompanied to Painsoe by Bro. McGrath, of 233, and to Calhoun, by Bro. Bulmer, of 144, and N. L. Rand, Esq., Locomotive Foreman, and to Truro, by Bro. Rougeau, of 119, and Bros. Anderson and Hunter, of 233, where they arrived at 15:45 and were received and entertained right royally by the members of Sunbeam No. 171, first at a Lodge session and afterwards at a supper given in honor of Bro. Sargent. On the 12th of October, Bro. Sargent left for the West, leaving behind him true friends and pleasant memories, and carrying with him the best wishes and God-speeds of the Brotherhood boys on the I. C. R., and if he ever comes this way again, which we earnestly hope he will, he will be again as heartily welcomed and received by the tried and true on this road as one in whom we have every confidence as to his ability to fill the high position he occupies at the head of our Brotherhood.

I remain,

Picton Nugget.

IN MEMORIAM.

In memory of our late brother Joseph Daniel McCarthy, who died Saturday, September 17th, 1887.

Our brother has has gone and left us here.
To us he was most truly dear.
Our heartfelt sorrow you do not know
Since we parted with our beloved Joe!

Our feelings we cannot express to you;
May he ever rest with the tried and true,
And that he forever may be happy in heaven
Is the wish of Endeavor Lodge No. 267.

We have lost a faithful brother and his mother a devoted son,
Who never tried to leave a manly turn undone.
May the angels guide you Joe, we cannot see you now
As we often did before with the sweat upon your brow.

So good bye dear Joe, you have gone and left us here
With our hearts full of sorrow and eyes full of tears.
For while you were with us, you tried to do your best.
May God and his blessed mother find for you a place of rest.

—Endeavor Lodge No. 267 B. of L. F.

Digitized by Google

RICHMOND, VA., November 1, 1887.

Mr. Editor:

The following account of a daring feat is taken from the Columbia (Va.) *Bulletin:*

"On September 1st, at 7:15 P. M., Engine 138 was shifting in the yard, and 41, a passenger engine just in from the west, was being run to the round-house by a fireman, the engineer having gone to his home. The road between the round-house and the Old Point junction makes a heavy curve, and the side-tracks parallel to the main line at this point being filled with box cars, these naturally hid the engines from each other, and before the men saw the imminent danger they were in, the engines were in alarming proximity and moving rapidly towards each other on the same track. Both engines were reversed and each given a full head of steam. The men on engine 41 jumped, and she was "let wild." About half a mile up the main line Engine 74 and caboose were standing. Both Engineer Hall and Fireman Lively were engaged in "oiling round." They saw 41 coming up pretty lively, and at once concluded she was "wild."

Fireman Lively intuitively took in the situation. He boarded his engine promptly and alone, forthwith threw open the throttle, and endeavored to flee in safety with his engine. But 41 had too much the start, and was then making about 45 miles an hour, and 74 could not keep ahead, the two engines soon coming together with terrific force, 41 crashing into the caboose and driving it through 74's tender, badly wrecking both tender and caboose of 74, and smashing the front of 41.

Lively soon recovered from his shock sufficiently to check his engine, and with 41 under full head of steam, still pressing upon him, he jumped to the ground and with extraordinary celerity boarded the cab of 41, in her mad career, and "shut her off."

When Lively leaped from his engine, although checked, it was propelled at a rapid rate of speed by the engine in the rear, and after shutting off 41, with a lighted torch (for it was now night), he climbed into 74's caboose, which was badly demolished, to see if any one was hurt, but found that all had made their escape.

By this time crowds of his friends came to his aid, expecting to find him crushed against the boiler-head, but he was not even scratched.

Engine 74 was standing on the track in front of the yardmaster's office, only ten feet distant and crowded with railroad men, and had it not been for Lively's timely action, not only would both engines have been a total wreck, but the office and lives of the bystanders would have been greatly endangered by the severe collision.

Lively's bravery and heroism were at once appropriately recognized by the officials of the road, and specially by Division Superintendent C. F. Dabney and T. L. Chapman, Esq., Superintendent of Motive Power, who instructed the Master Mechanic to at once examine him for promotion to the position of engineer, and accompanied his instructions with the following:

"I hope, sir, that you may pass successfully, and be of as valuable assistance in the future as in the past. In consideration of your past good record and your services on this occasion I desire on behalf of the company to tender you their sincere thanks for, and appreciation of, your efforts. Your action is deserving of the greatest praise. Had it not been for your good judgment, bravery and steady nerve the Company would no doubt have suffered a much more serious loss of property, and some of your fellow employees possibly have lost their lives or have been badly injured.

"A leave of absence is granted you for thirty days on full pay, at such time as may suit you."

Caxton M. Lively, is a member of Lee Lodge, No. 275, B. of L. F., and although modest and unassuming as a retiring young woman, when the emergency requires he is as daring as a lion when aroused from his lair. He is a noble fellow, fond of his profession, true to his friends, with a heart aglow with ambition, destined, we hope, to make his mark high on the cliffs of fame. He is the second son of that most estimable gentleman, E. H. Lively, Esq. We mention without ostentation the fact that he is a lineal descendant of Edward Lively, D. D., who during the reign of King James, assisted in giving to the world the first and most authentic and correct version of the Bible, and subsequently Professor of Divinity in Cambridge University.—(See Depew's Cyclopedia of Universal Knowledge.) His father is to-day a useful citizen of Goochland County, Virginia, on the Upper James River.

Iron Rail.

ROCHESTER, N. Y., November 1, 1887.

Mr. Editor:

At a recent social under the auspices of Rochester Lodge No. 99, the following programme was rendered:

Master of Ceremonies . . . . . D. Thompson
Address of Welcome . . . . . E. E. Payne
Overture—Violin and Piano—"Golden Harp" . . .
Miss Cora Cunningham and Wm. S. Dunn.
Recitation . . . . . Robert Thompson
Vocal Solo . . . . . Miss Hattie Cheever
Recitation . . . . . Miss Gertrude Vaughn
Quartette—"Gathering Home" . Misses Cunningham and Vaughn; Messrs. Dunn and Lambert.
Recitation—"The Gladiators" . . Thomas Staunton
Vocal Solo—"Love in the Moonlight" . . . . . Miss Cunningham.
Dialogue—"The Little Philosopher" . . . Miss Hattie Cheever and Miss Maud Hicks.
Vocal Duet . . . . Misses Cunningham and Vaughn
Recitation . . . . . Miss Lottie Clark
Trombone Solo—"Sounds from Home" . . . . . Will S. Dunn and O. A. Lambert.
Recitation—"Mrs. Mahoney on the Chinese Question" William Clifton.
Quartette—"Night Breezes" . . . . Misses Cunningham and Vaughn; Messrs. Dunn and Lambert.

After the programme was exhausted cake and ice cream were served, after which dancing was indulged in. A most enjoyable time was had and many were the compliments that the members of No. 99 received that evening. These social entertainments are held once each month and are fruitful of much good. The members and their families become better acquainted with each other and take more interest in one another than heretofore, and these socials are binding them closer together every day. The members take a deep interest in the Lodge now and all work for its welfare. The committee of arrangements is made up jointly of ladies and gentlemen, and they work together in getting up the socials which we enjoy so greatly, and from which we have derived so much benefit. Hoping that other Lodges may profit by our example in having monthly socials, I am Yours fraternally,

Rochester.

SPRINGFIELD, O., Nov. 14, 1887,

Mr. Editor:

Through the columns of the *Magazine* Cold Spring Lodge, No. 360, wishes to return sincere thanks to the following named gentlemen for favors conferred on account of their first annual ball: J. S. Porter, M. M., and Herman Sloat, Foreman I. B. & W., Sandusky; W. B. Porter, Foreman I. B. & W., and Alex Tremp, Foreman, O. S., Springfield, Ohio, for arranging to let so many of the boys attend. We also extend our sincere thanks to the committee of arrangements, Bros. Young, Purcell and Murphy, for the able manner in which the arrangements were executed. Also to everyone who aided to make the ball a success.

Committee.

OUR readers are invited to examine the advertisement of the Triumph Wringer Company, which appears elsewhere. The locomotive advertised, of which we have received a model, is twenty-one inches long, is of excellent workmanship, finely proportioned, and can be made useful as well as ornamental. It is just the thing to purchase for a toy for your young hopeful who expects to become an engineer.

Digitized by Google

DESERVED PRESENTATION.

Eugene Crawford, a Prominent Member of the B. of L. F., Honored.

Elmira Sunday Telegram.

At a recent meeting of the H. G. Brooks Lodge, No. 169, Brotherhood of Locomotive Firemen, July 18, was the scene of a very pleasant event. At this meeting occurred the annual nomination of officers for the ensuing year. A goodly number of enthusiastic members of the Brotherhood were in attendance. At the close of the meeting, a beautiful gold watch was presented to Eugene Crawford by C. S. Graham, Master of the Lodge in a courteous and pleasing presentation speech, and was responded to by Mr. Crawford. The watch is as good as money would buy in America. It is B. W. Raymond movement, solid gold cases, weighing sixty-one penny-weights, and is particularly adapted for the use of an engineer, to which position Mr. Crawford has lately been promoted, and is engraved on the inside case, "Presented to Eugene Crawford by the Engineers and Firemen of the N. Y., L. E. & W. R. R., July, 1887." Mr. Crawford has been a member of the organization for several years, and has always held the position of member of the Board of Adjustment or Grievance Committee, and has figured conspicuously in behalf of his fellow men. He has willingly gone before the officials of the road with complaints of his fellow men, after satisfying himself that their claim was just, and nearly always succeeded in getting satisfaction. He was chosen representative of the firemen and the chairman of the firemen's committee at the recent interviews between the officials and the engineers and firemen at Salamanca and New York City, at which time was accomplished one of the most satisfactory settlements that was ever effected between railway officials and employes. The watch was purchased of the popular jeweler, A. Samuels, of Elmira, and was gotten up expressly for the occasion, and speaks well of Mr. Samuels' judgment in selecting such an article. The presentation address by C. S. Graham was as follows:

MY BRETHREN:—It is a great pleasure for me to be present at this meeting of the Brotherhood of Locomotive Firemen and to see so many of my brethren who have shown so much interest on this occasion. I have been a member of this organization only a few years, but it has been a source of much pleasure for me to perform any duty that has fallen to my lot to perform, and in the present instance it is with more than usual interest in behalf of my brethren that I am about to speak. Since my election to the position of Vice Master of this Lodge, it has fallen to my lot to fill the chair of Master, and I have endeavored to live according to the laws of the constitution and conduct the Lodge as nearly as possible by the laws laid down for us by our wise delegates at the last annual convention at Minneapolis. To say I am highly pleased, would be stating it in very mild terms, considering the progress we have made in membership and standing in all things. We might go back a few years, and not but a few either, when all labor organizations were looked upon with distrust by all corporations and capital, and why? Because their principles were antagonistic to capital, and corporations could not arbitrate with their employes with any satisfaction. Now, mark you the difference in the preamble of the constitution. It says: "The interests of our members and their employers being identical, we recognize the necessity of co-operation, and it is the aim of the Brotherhood to cultivate a spirit of harmony between them upon a basis of mutual justice." By practicing this principle we have gained what others have not, and I think we have every reason to congratulate ourselves on the course pursued by our Grand Officers and delegates in adopting such grand and noble principles as is laid down for us in the Constitution and By-Laws of this organization. During the month of March, a special meeting was called at Salamanca by the standing committee of engineers and firemen for the purpose of righting some grievances that were being perpetrated by the Erie system. The result of that meeting, and the subsequent one at New York, we are all familiar with, as well as the effective work that our highly esteemed brother, Eugene Crawford, did for us before the high officials of the Erie: and, in consideration of his service in our behalf, by the suggestion of a number of my brethren, I am about to make him a present in token of the high esteem in which he is held by the engineers and firemen of the Erie railroad. Brother Crawford, I present to you this watch, and by so doing I present to you the feelings of all who have contributed to the purchase of the same; it's cases are of the purest metal, and our request is that you will always carry it, and when you look at it see embodied within its shining cases our heartfelt gratitude for your strenuous efforts in our behalf, and may your life be long and as pure and true as the metal of this watch.

In reply, Mr. Crawford spoke as follows:

WORTHY MASTER AND BROTHERS:—For almost the first time in my life I am dumbfounded, as you are all well aware, that usually when I am called upon to speak on a subject I know anything about, I can almost always say something, but this overcomes my heart and power of speech.

I receive and accept of your elegant gift with much pleasure and many thanks; first, because the watch of itself is undoubtedly of rare value, which I shall highly prize; second, because it comes to me as a token of your esteem and respect since I have had the pleasure of being a member of this organization.

I can only repeat to you the words that I said to the good wives and ladies of the members of our organization when they presented us with that beautiful gift that lies upon our altar, the Bible, the choicest of God's chosen books, that you, the same as they, wished to make the most valuable gift possible. They saw fit to give us a guide to our spiritual and eternal welfare; you have seen fit to give me the most valuable gift to an engineman, that of a valuable time piece. As I receive and accept this beautiful gift, which all must greatly admire, my heart warms with renewed interest in your service, for it assures me that your friendship is not for an hour, or for a day, or for a year, but for all time to come, and it shall be my endeavor to merit in future, with renewed energy, the esteem which you have thus so gracefully expressed. I ask you again to accept my thanks for your elegant present and the words accompanying it. As a member among members, may our ties be united closer in the bonds of brotherly love throughout all time to come. Now, my brothers, I hope you have not been prompted to take this step on account of any debt of gratitude you owed to me, as the hands and lips that have worked for you will never tire in working in your behalf. I have only done for this Lodge and its members what I was expected to do, and what I was paid for doing, and what my obligation required me to do, and what I have accomplished the firemen on the Erie system are welcome to. All I have to regret is that we could not accomplish more. And you have an assurance on my part that so long as I may be able to do anything for this organization, or any of its members, or any of my fellow men, do not be afraid to call on me to do what I can to adjust any wrong or any grievance in your behalf that is honorable and just between employer and employe, always taking into consideration the gentlemanly treatment we have received at the hands of our officials, and their best interests always to be considered first.

My brothers, I would not wish you to think me an infidel, or that I do not believe in the immortality of man, but as I have never yet seen a religion or creed with which I can fully concur, I have a religion and belief of my own. That is, to use everybody well that uses me well; to have the good will of my fellow men, and a friendly feeling with those whom I daily associate with. The various religions of the land to-day preach up a doctrine to keep men out of hell after death. My religion is to keep hell out of men while on earth. Since I have been a member of this organization I have striven to be loyal to its members and faithful to my obligation, and if I have accomplished the good will of the majority of the members of this Lodge, I am equally well pleased with your warm friendship as I am with your beautiful gift, and when I realize that I am favored with this artistic piece of workmanship, rich in design, elegant in construction, and which

Digitized by Google

would grace the person of a railroad magnate as well as that of an ordinary engineer, it is my heart's desire that if I may live until my back is bent with old age and my locks become silvery and my eyes dimmed with years upon me, that I may gaze upon its dial and remember that it was presented to me by the Brotherhood of Locomotive Firemen.

[The *Magazine* joins heartily in congratulations to Bro. Crawford upon the very beautiful and fitting testimonial bestowed upon him by his numerous friends. "Gene" is one of those whose popularity, however great, cannot excite our envy. Such men deserve, and it affords us pleasure to see them receive all the blessings this life can afford.—EDITOR *Magazine*.]

The Inspector's Narrow Escape.

Dr. Thomas F. Mea, the meat inspector of Minneapolis, can, when circumstances urgently demand, put an astonishing amount of activity into his well-fed frame. In spite of the fact that he tips the beam at a round 200, he can get up a 2:30 burst of speed when it becomes absolutely necessary. A day or two ago he visited the stock yards at the Transfer to admire the sleek Montana cattle just then beginning to come in, and in the course of his rambles got down into a pen to take a short cut into another. In one end of the corral was an innocent looking steer, too busy to noti e anything besides its provender, and Mea unconcernedly crossed the space. Suddenly the young bull spied him and a change came o'er the spirit of its dreams. Its hay was forgotten and with a fierce bellow it started for the intruder. Mea thought about two years' worth in the next half second, but he did not stop while doing it. He looked back and saw an expanse of five feet of horns, two blazing eyes and a wildly roaming tongue, and the next instant he was flying toward the fence at a pace Patron never dreamed of. It was less than a minute, but it seemed a week to Mea before he reached the five bars and went up them like a 'pos sum up a gum tree, and it was only a second later when the infuriated steer struck the fence with such force that a board was splintered and a gap made nearly large enough for its exit. From his elevated perch Mea breathed hard for ten minutes, and finally went to the office and was rubbed down. The hole in the fence has been framed.

[The above was clipped from the St. Paul *Globe*, and the instector referred to is Bro. Tom Mea, of No. 82. That steer, we are persuaded, does not desire to be inspected, and we would advise Tom to proceed cautiously with his steership until his wishes can be definitely ascertained. "A word to the wise," etc. Do you "catch on," Tom?]

The Firemen's Excursion.

Houston Herald.

For a week or more Houstonians were on the *qui vive* anticipating the excursion to Galveston under the auspices of Bayou City Lodge, No. 146, Brotherhood of Locomotive Firemen, and yesterday morning large crowds of gentlemen and ladies were at the several depots awaiting the train. Fully 1,500 people accompanied the noble firemen to the Island City, and not the most insignificant event transpired to mar the pleasures of anyone on board. The committee in charge—Messrs F. Keeler and M. D. Homan—had exerted themselves to make the trip pleasant, and well were their efforts rewarded. Engine No. 643, tastefully decorated with flags and bunting, with Mr. Robert Jankes at the throttle, Mr. Walter Kitson at the scoop, and Mr. J. K. Lyons ticket puncher, pulled out promptly at the hour advertised and no unnecessary delay was experienced on the run. Arriving at Galveston the major portion of the excursionists repaired to the beach to enjoy the gulf breeze, while others visited the homes of relatives or friends. The excursion was a complete success, and great credit is due Messrs. Keeler and Homan for the excellent manner in which they conducted the affair. The Brotherhood Firemen in Houston are esteemed by the public, and when they announce anything like an excursiod every one is anxions to be their guest, knowing they never do anything by halves.

For the Magazine:

THE CHILDREN.

When the lessons and tasks are all ended,
And the school for the day is dismissed,
And the little ones gather around me
To bid me good-night and be kissed;
O, the little white arms that encircle
My neck in a tender embrace,
O, the smiles that are halos of heaven
Shedding sunshine of love on my face.

And when they are gone I sit dreaming
Of my childhood, too lovely to last,
Of love that my heart will remember
While it wakes to the pulse of the past,
Ere the world and its wickedness made me
A partner of sorrow and sin
When the glory of God was about me
And the glory of gladness within.

O, my heart grows weak as a woman's
And the fountain of feeling will flow,
When I think of the paths, steep and stony
Where the feet of the dear ones must go;
Of the mountain of sin hanging o'er them
Of the tempest of fate blowing wild,
O, there's nothing on earth half so holy
As the heart of an innocent child.

They are idols of heart and of household
They are angels of God, in disguise;
His sunlight still sleeps in their tresses,
His glory still gleams in their eyes.
O, these truants from home and from Heaven,
They have made me more manly and mild
And I know now how Jesus could liken
The kingdom of God to a child.

I ask not a life for the dear ones
All radiant, as others have done,
But that life may have just enough shadow
To temper the glare of the sun.
I would pray God to guard them from evil
But my prayer would bound back to myself
Ah! a seraph may pray for a sinner
But a sinner must pray for himself.

The twig is easily bended,
I have banished the rule and the rod:
I have taught them the goodness of knowledge,
They have taught me the goodness of God.
My heart is a dungeon of darkness
When I shut them from breaking a rule,
My frown is sufficient correction
My love is the law of the school.

I shall leave the old house in the Autumn,
To traverse its threshold no more;
Ah! how shall I sigh for the dear ones
That meet me each morn at the door.
I shall miss the good-night and the kisses
And the gush of their innocent glee
The group on the green and the flowers
That are brought every morning, to me.

I shall miss them at morn and at even
Their song in the scool and the street,
I shall miss the low hum of their voices
And the tramp of their delicate feet.
When the lessons of life are all ended
And death says the school is dismissed,
May the little ones gather around me
To bid me good night and be kissed.

Digitized by Google

Personal.

CHESTER Q. BEERS, of 317, is at work again after an illness of several weeks.

VAN TASSEL was on deck at Chicago and his grasp of the hand was as warm as June.

BROS. Green and Vanderpool, of No. 23, are now running and doing good work at the throttle.

BROTHER REPKE, of 41, takes a hand in all debates and his arguments are sound and to the point.

"WASHEE, washee. No payee no washee," and the Grand Master did not get his linen cleansed at Fargo.

JAMES BOATWRIGHT, Collector of 246, is happy as can be—a little girl has come to his house to stay.

E. E. Hagan, of No. 41, is an earnest worker in Onward Lodge. The office of Collector is ably filled by him.

BROTHER DOSSKEY is still on deck and ready to add his testimony to the many given in the interest of the Order in Dickinson.

ENGINEERS Cyphers, Barrett and White are three that it is hard to beat. For genuine hospitality they cannot be surpassed.

CHAS. F. MCSTEEN, of 295, has been added to the list of promotions and is now running on the C. K. & N. with marked success.

IT gives us pleasure to learn that BRO. Schuyler Hall, is rapidly recovering from his injuries and will soon be among the boys again.

IN a collision not long ago, Bro. B. O'Brien, of No. 36, was seriously though not dangerously injured. It is hoped he may soon be out again.

BROS. LaRue, Callahan and Drake are doing right hand duty, and No. 250 is in a prosperous condition with good, solid material at the front.

A. R. KOUGH, Secretary and Collector of No. 295, is now running on the Southwest Division from Rock Island and feels very proud of his promotion.

AT the residence of Bro. J. G. Defond a little daughter arrived lately. All hands are doing well. John extended an invitation to the boys to come down and smoke.

EVERY man in Onward Lodge represents good timber, and the leather banner will not adorn her Lodge room. So says Brother Bartlett, her energetic Magazine Agent.

DURING the months of September and October Grand Master Sargent traveled 11,756 miles, in the interest of the Order. There were no flies on the G. M. during that period.

CHAS. A. BENNETT, Receiver of Vigo Lodge, No. 16, has been promoted to a freight conductorship on the Vandalia line, and has the best wishes of hosts of friends.

WE would like to hear from Bro. W. H. Rougean, of River du Loup, about that galvanic battery he struck in Moncton. Quite an invention, a galvanic lounge; "Hey, Billy?"

T. J. HARDING, one of 36's *stand-bys*, who is on the right side, in jumping off to save himself in a collision at Bloomington, Ind., had his foot badly sprained and several bones broken.

OUR esteemed fellow-member, Wm. Weiler, of Byram Lodge, No. 271, has served out his term as Fireman and is now enlisted among the promotions to the right hand side. If merit and competency will win, Bro. Weiler's record as an engineer will compare favorably with the best. Here's our hearty congratulations, Bro. Weiler.

MISS IDA CHENEY, one of Asbtabula's popular young ladies was married to Bro. B. F. Dore, of Western Reserve Lodge. No. 248, August 17, 1887, by the Rev. W. E. Freeman, of the Baptist church.

A. Z. MATTHEWS has fallen in love with the 77 so badly that he could not get off to come to Moncton, on October 10th. That little lady in River du Loup will be getting jealous if you don't take care.

DAWSON SPANGLER, of Reading, Pa., is still under the care of his physician, having had two very painful operations performed for fistula. The members of 317 hope to see him out at an early day.

C. C. COIT, of No. 9, was at Chicago, during the late convention of engineers, and made hosts of friends during his limited stay. Bro. Coit is one of our earnest workers and holds the office of Secretary in No. 9.

CHIEF Engineer Jas. Burke, of Division No. 279, located at Dickinson, is a genuine gentleman and a favorite among the boys. He was on hand and extended favors to Bro. Sargent, for which he is grateful.

JAMES E. MINOR, one of the heavy weights of Division No. 77, B of L. E., is representing the Nathan Manufacturing Co. He was present at the Chicago meeting of engineers and had a pleasant word for everyone.

THE first wedding at the "North Pole" was that of Bro. Wm Greenleaf to Miss Delia Smith. Bro. G. distributed a box of very fine cigars, and the boys of 152 smoked while they tendered their hearty congratulations.

VICE-GRAND MASTER HANNAHAN has put in some unusually good work during the past few weeks. He has been among our Lodges almost continuously since the last convention closed, and his work is having its goods results.

WILL G. W. Crandall write again to Mrs. H. B. Jones, of Washington, Indiana? His address was accidentally destroyed. Mrs. Jones wrote to Mr. Crandall but her letter was returned, probably because of some mistake in the address.

FOR one who has "staying qualities" of the first order we can recommend Bro. James Devine, of No. 40. He has been pulling a throttle for the past four years, but still remains with the boys and takes an active interest in "old 40."

GENERAL DONNIGAN, Commander-in-Chief of 149, Department of the East, will make application at the next assembly for the position of Fish Commissioner for the State of New York. It is rumored that Bro. Debs has signed his petition.

WE are pleased to see so many of 111's members going to the front. Among the latest promotions are Bros. Warren Thompson, Jim Wright, Dave Allison and Jim Baleltine, all first-class men who will prove equal to their advanced positions.

A CORRESPONDENT writes: "We have just caught a ferocious badger in this vicinity, and desire the service of our Vice Grand at once. On receipt of this wire us his present address." Anyone knowing the whereabouts of the badger tamer will please address this office.

ONE of our members from Newcastle, Pa., writes: "Bro. Rigby, of No. 217, Brazil, Ind., was a welcome visitor at Minerva Lodge, No. 314, on Sept. 14th. The boys found Bro. Rigby to be a tip-top Brotherhood man, and will be pleased to entertain him whenever he chances to come this way."

BROS. Holland and Hunter, of 317, went fishing the other day and could not work for a week thereafter, as the fish bones protruded through their ribs and they could not get their clothes off. Kendall says they were required to go to New York and have an operation performed. This probably saved them from evoluting into devil fish.

Digitized by Google

G. H. NEWBURG officiates as Secretary of Tippecanoe Lodge, and is doing good work in that capacity.

J. B. HOWE, Train Dispatcher of the D. L. & W., who is located at Great Bend, is deservedly popular all along the line. He is a prominent member of the O. R. C. and a staunch friend of all railway fraternities. The short time we spent with him afforded us much pleasure.

J. B. DEXTER, the Worthy Vice Master of 321, gave the boys quite a surprise by taking unto himself a wife. The happy event took place September 21st at Duluth, Minn. The boys of 321 and friends in general wish the young couple a prosperous journey through life.

D. MCDONALD GRAY, of Los Angeles, Cal., represented Division No. 5, B. of L. E. at Chicago. He is a gentleman of refinement and a close observer, and his sentiments toward the B. of L. F. are such as make him hosts of friends. Mr. Gray is a representative of advanced principles.

J. C. MCCABE, of No. 108, boasting of a new firemen at his house who weighs ten pounds, and measures twenty inches, says "he is the first living fireman born in Chama." We felicitate Bro. and Mrs. McCabe upon the new arrival, and hope the young gentleman may be blessed with all the good things of this world.

WHEN Frank Holl, of Minneapolis, arrived at Chicago, as a visitor to the Engineer's convention, he had two full grown valises, a hand satchel strapped on his back and a large, suspicious looking roll under his arm, and when he left there, his entire baggage consisted of a pair of weary looking socks, a traveling card and a grin.

DAME FORTUNE seems to have a special eye to the welfare of Bro. G. W. Nesper, of No. 142, Toledo. Only a short time ago he was promoted to running an engine, and now comes the news that he was married a few days ago to Miss Emma Burde, a charming young society lady of Toledo. May all their days be filled with joy.

ARTHUR BASSETT, Master of Fargo Lodge, is one of those men that one can associate with and never tire of his company. Jovial, whole souled and a Brotherhood man from head to foot, it is a pleasure to meet him. He is engaged in the laundry busines at Fargo and has an extensive trade. His wagons eclipse Barnum's chariot of Cleopatra, while his biled shirts are a thing of beauty and a keep a long time clean.

THE meeting at Brainerd on the occasion of the visit of Grand Master Sargent was well attended and the Lodge was found in excellent condition. After the meeting a dinner was served at the Commercial Hotel to which the brothers and their ladies were invited and a social time was had. In the afternoon a union meeting was held with the Engineers and the friends of the Firemen, and addresses were made by several of the engineers and citizens. The B. of L. F. in Brainerd stands high in the estimation of all.

DURING the visit of Grand Master Sargent to Chicago, recently, he dined with Calvin S. Wheaton, Grand Chief Conductor of the Order of Railway Conductors. Brother Sargent is warm in in his praise of Mr. Wheaton. The expressions of that gentleman toward the Brotherhood of Firemen were of such a nature as to convince Bro. Sargent that co-operation on the part of the different Brotherhoods is what Mr. Wheaton believes in. The Order of Railway Conductors can assist in bringing about this co-operation, and we are confident that if the policy presented by Mr. Wheaton is carried out during the coming year we shall make rapid strides in that direction.

THE Brothers of Onward Lodge entertained the Grand Master right royally during his recent visit through the Northwest. On his arrival at Dickinson a banquet was served at the Kidder House at which were present railway officers, engineers and prominent citizens. After the banquet an open meeting was held in the court house presided over by Captain Auld, one of Dickinson's prominent men. Short addresses were made by Foreman J. C. Thompson, Mr. Freeman, station agent, Dr. Stickney and several engineers, members of the B. of L. E., and all expressed themselves as eminently pleased with the Brotherhood, as represented by the Grand Master and members of Onward Lodge. After the adjournment of the public meeting the Lodge assembled in secret session and several hours were devoted to instructions and advice. The members of Onward Lodge have one of the cosiest Lodge rooms in the Northwest.

THE death of Mrs. Hugo, mother of Bros. Wm. and Herman Hugo, of Eureka Lodge, No. 14, was announced in our last issue and now it becomes our painful duty to chronicle the death of Bro. Herman Hugo who, while driving over a railroad crossing near Indianapolis with a companion, was struck by an approaching train and instantly killed. This unfortunate accident occurred November 1st, and cast a gloom over the entire community. Bro. Hugo was an exemplary young man, thirty years of age, and leaves a young wife to mourn his loss. He was exceedingly popular and his death is regarded as a calamity by all who knew him. The funeral was conducted by Eureka Lodge, No. 14, and was largely attended. About seventy-five Brotherhood men were in line, headed by a brass band and the effect was most imposing. Our heartfelt sympathy goes out to Bro. Wm. Hugo and all the family who were all devotedly attached to the deceased. The grief-stricken young widow has the sincere sympathy and condolence of all who know her. The deceased was in all regards a model young man, steady in his habits, sober and industrious and was respected by all, and his untimely death is universally mourned.

THOSE who know Bro. L. P. Smith, of the Board of Grand Trustees, regard his modesty as his distinguishing characteristic. They will be surprised as well as pained to learn what antics he was guilty of at Chicago during the visit of our Grand Master to that city. Bro. Sargent occupied a room with Mr. H. Jones, Delegate of Division 130 to the B. of L. E. Convention, and during their absence from the hotel, Bro. Smith (so our informants state) ably assisted by Bro. Frank Holl, of Minneapolis, stole to the room of these gentlemen and proceeded to lay plans to ensnare them. The two lodgers returned to their room in due season (quite early we surmise) and proceeded to disrobe, preparatory to retiring. Sargent was first in bed and went through the frame work like a cathartic pill. Meantime Mr. Jones was making a fruitless effort to get in his night-shirt, which was sewed up securely at all sides. Each looked at the other inquiringly and after a while explanations followed and they concluded to change their room. The change was made and the room was put in order and given to another guest, a big drummer from Buffalo. Meantime Smith and Holl left orders with the clerk to have Sargent called at three o'clock A. M., sharp, and to instruct the porter not to leave the door until he was sure he was up. At three A. M. the portly porter began pounding at the drummer's door. The drummer protested, but the porter insisted that he must get up as his train was almost due. The guests in the adjoining room say that there was some tall swearing, with all the variations, which lasted till nearly daylight. Fortunately for Smith and Holl they found out how their game had reacted on them and they concluded not to figure in the explanations that were made the following morning, but have the kindliest feelings for the Grand Master and are indignant?) to think that any one would thus dare to tamper with his dignity.

Information Wanted.

JAMES LAWSON.

Anyone knowing the whereabout of James Lawson, a fireman, who left Denison, Tex., last spring will please notify Louis Hamilton, Denison, Tex.

Digitized by Google

Brakemen in Convention.

The twelve-column report of the Fourth Annual Convention of the Brotherhood of Railroad Brakemen, held at Binghampton, N. Y., which appears in the *Daily Leader*, of that city, bears overwhelming testimony to the prosperity and popularity of that organization. The Convention was formally opened on Monday afternoon, October 17th, under the most cheering auspices. We copy the following partial report from the *Daily Leader*, and regret that lack of space prevents a complete report, viz:

GRAND MASTER WILKINSON.

Grand Master Wilkinson was received with overwhelming applause, and spoke as follows:

Mr. Chairman, Ladies and Gentlemen, and Members of our Brotherhood: It has been His divine pleasure to allow some of us to again assemble in convention, for wise purposes, we hope. We are here to-day to enlighten the public as to our aims, and to make better laws to strengthen and develop our organization, and it fills me with great pleasure as I look around me to-day, to see so many that are here to encourage us by their presence. It means something. It shows they are interested in our welfare, of which we are justly proud.

I now invite your attention for a short time while I give you a history of our past life and our aims for the future. The B. of R. B. was organized at Oneonta, N. Y., on September 23, 1883, by eight brakemen employed by the D. & H. C. Co. Their first meeting was held in one of the company's parlors or in common parlance, a "caboose," that is attached to the rear end of most all freight trains. These brothers got their first ideas from what was known at that time as the Capital City Aid Association of Albany, N. Y.

But as a misunderstanding or disagreement arose between the Oneonta branch and the head branch at Albany, they sought the aid of Eugene V. Debs, the present Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen of North America, one of the grandest and most earnest advocates of the rights of the laboring men that lives to-day. It was he who took a deep interest in the welfare of the infant organization and left nothing undone to assist and encourage the brakemen in their efforts to establish an organization of their own, and much of our success is due to-day to Mr. Debs and other members of the B. of L. F.

Through the columns of their *Magazine* they advertised that such an organization had been formed, sending all the necessary papers to the offices and the Brotherhood to be given to the brakmen, whom they thought would be interested in their own condition, as well as others engaged in the hazardous calling, which we, as a class, are engaged in. That little band of eight men are entitled to praise through life, and a record on the pages of history that will be left to coming generations. Now let us take a look at the results that have followed this step.

At our first convention, held in the city of its birth, thirty-seven delegates were in attendance, and our membership numbered six hundred. At our second annual convention, held at Burlington, Iowa, one hundred and sixty-one Lodges had been organized, and our membership numbered five thousand, with one hundred and thirty-six delegates present, and one hundred and twenty-four Lodges had been organized during that year. Is not this a record to which we can point with pride? At our third annual convention, held at San Antonio, Texas, we had two hundred and forty-four Lodges, and the roll of membership had increased to eight thousand, with one hundred and fifty delegates in attendance, and at this time we have two hundred and fifty Lodges and a large increase in membership.

It was decided by our last convention that it would be wise not to organize any Lodges for one year, and to devote the time in thoroughly instructing the Lodges already organized, and with but few exceptions this plan has been followed, only taking large centers or points of interest. We have at the present time a number of applications from all parts of the country, that are patiently waiting for us to organize them. The teachings of our Brotherhood are to better our condition in all things in life, to educate us to practice His law, to develop our moral characters and set a good example to our fellow men, to bring us closer together in the bonds of sociability, and to strengthen those ties that we so much need. While we are left to our own individuality we sometimes make the mistake of our lives, where if we had taken counsel with our brothers it might have been averted, and we would have saved pain and sorrow.

Oh! for sociability in all ranks, for it is this that tears out all the selfish desires with which human nature seems to be impregnated. Why is it that there are so many that will not do their work in the Lodge rooms, and are continually finding fault with those that do? Selfishness is the cause. Rid yourselves of it, for it is the canker that destroys human happiness. We next want to impress upon the minds of all that education is the greatest civilizer that was ever known. It builds nations and rules the world to-day; but it is a treasure that must be sought for, and when found it must be taken care of, and we all need it as we all live to learn. It is practice that makes perfect, and study that cultivates the brain.

Now let us look at the great advantages to be acquired by education. We will take the general management of a road, and one of the brakemen employed by the company, for the illustration. The general manager receives in consideration for his services $50,000 per annum, and the brakeman, if he loses no time, will receive $600. His labors require him to be out night and day, and no matter what the temperature or weather may be, he must go, taking his life in his hands at all times. One misstep and there is one more brakeman gone, or if his hand is caught between the draw-bars, one more cripple is made. While on the other hand, surrounded by luxuries and attendants to wait upon him, is the general manager. You now know the difference between the positions, so let us look to the cause. Those are generally promoted who pay strict attention to the duties assigned them. Unless we are interested in the welfare of others, as well as our own, we will work with only selfish motives. We must have an object in view to make a success of labor, for a man working without some good intent or purpose cannot do justice to his employers, and unless he does he need not expect promotion. So let "Right" be our guiding star, and let us educate ourselves so that when our turn comes for promotion we will not be set aside on account of incapability. The three cardinal principles of our Brotherhood are found in our motto, "Benevolence, Sobriety and Industry." The first is our friend. While we have health, strength, a reasoning mind and a situation we are independent of organizations. But railroad men as a class have been improvident, never laying away for the rainy day that comes to us all some time in life. Here is where we come to all our members as a friend when a friend is most needed.

We see that he receives proper care and treatment in time of sickness, engage proper physicians, procure medicines and nurses, see that his family want for nothing and encourage them by our presence, doing all in our power to alleviate suffering and distress; but if it is His will to call the sufferer on the side track of life, we then bury the dead with honor. It is then our duty to see that those he leaves behind are cared for. Sobriety, the end principle of our Brotherhood, is one of our laws, and we forbid any brother to make, buy or sell intoxicating liquors. The penalty is expulsion. Any member found guilty of drunkenness shall be suspended for the first offense. A repetition shall be punished by expulsion, and under no circumstances shall a member so expelled be reinstated before the lapse of six months. In this alone we have done more good than words can express. We want the public to understand that we give to the service nothing but sober, reliable men. It is not necessary to recount all the misery that has been brought about by intemperance, but we will propound a few questions to be answered.

Digitized by Google

First, does it benefit anyone but those who make it and those who sell it? Does it raise any one in the estimation of his fellow man? Does it feed the family, clothe and educate the children properly? Or do those that sell it to you look after your interests when you are gone? You may say to me that you have no family to support. Then you have some ties that are as close. You have or had a mother. Does it inspire love or confidence between you? Is it repaying her for what she has done for you in your helplessness? Was it she that taught you that it would be manly? Oh! my brothers, stop it for her sake, and if she lives to-day, act so as to bless and cheer her in her old days, and repay her in a measure the debt we all owe. She is still your mother. Time brings changes, but a mother's love is unchangeable. You are still her boy and she loves you yet, no matter if you have been separated for years she will still always claim you, so do all you can for her sake. The "poet scout" says:

"Oh! my brother do not drink it;
Think of all your mother said
As she lay upon her death bed,
But perhaps she is not dead.
Then do not drink it, Oh, my brother,
She has got enough of care,
Sign a pledge, God will help you keep it
If you will only remember a mother's prayer."

But as we cannot expect to be exceptions to the general rule in life, and be perfect, we desire to be as nearly so as possible, and in this we appeal to all officers and members to assist us and great will be your reward. Set a good example, and the influence will be greater than you expect. Cultivate good thoughts and actions, and you will receive honor and praise from all.

Industry is the third principle of our Brotherhood. This word means much to us all, no matter to what rank we belong. And to-day it is the great problem to be solved. The world has been at it for years; it is brought up by our legislators year after year to see what can be done to better the condition of the laboring man. It has been presented to Congress and in the Senate chamber, and every year the political parties put in their platforms something for the benefit of those who toil. Now, what is the result? So far promises have been made but never fulfilled. The answer to our demands is "we cannot govern supply and demand," as there are too many poor folks who must live, and when a man is so unfortunate as to be married, and perhaps have a large family, cannot live at the wages paid, the corporations say "Let us hire single ones that have no one but themselves to look after." This is a sad truth to some of us. Now let us look for a way to overcome this.

It is for the interest of all who toil to awaken to the responsibilities that this grand nation puts upon us. To vote right, to elect those from the ranks of toilers that will make laws to protect all. There has been too much class legislatien in the past. We want a law that will prohibit all nations from making this free country an asylum for their criminals and paupers, for they can live cheaper than we can, and can therefore work cheaper.

What we want to know is, is this right? Who fought in the late war for the flag that all love? The answer must be, the Americans, and those who desired to become citizens. We want a law that forbids the capitalists from owning this fair country, or allowing them to escape taxation while the hand of labor must pay for his home and all the improvements thereon.

Now let us stop and consider a moment. The country is all in a boom. Let us see what has been done to encourage industry to locate. Extra inducements are held out; moneys given them; improvement societies are organized to look them up. Now what are the benefits? I can tell you. It brings toilers to their cities, and the merchant get all his earnings for what he needs to sustain life. You can take the railroad men; they spend about all their earnings for the necessities of life, so it is the wage earner after all that makes capital.

We would like to see a few laws for the government of some of the large railways. They have whomever they please, no matter as to his fitness for the position. You may ask, "Is not this a free country?" And I will answer you, "Yes;" but there are privileges granted to the few to the detriment of the many. What I want to call your attention to is this; the hiring of students in railway service. They will tell you, if you ask them, that they give better satisfaction. Why? They work better and kick less. But, we ask, do they give better satisfaction to the public whom they serve? Some of our larger corporations have classified pay. This, we claim, is wrong. First six months, $40; second six months, $45; third six months, $50. At this rate a man's experience profits him nothing.

But to new beginners you may say that this is all right. Who is it that educates them? The older man. Who is it that has to work the harder until he gets his education? The older man. Who is it that is held accountable for his mistakes? The older man. Who is it that will lose his situation first? The older man, for educating the new one. Why? To lessen expenses. All of us labor for promotion, and the superintendents will look out for theirs. Railways can stop our pay at their pleasure, but if a man wishes to quit the service to better his condition, he must give the company ten days notice. I will call your attention to a few of the time-card rules. The trainman is supposed to know before starting out on a trip that all things in connection with his train are in perfect order, but should he get injured by any defect he is held accountable for the same.

In case he gets well and is desirous of returning to his work, he must sign all papers that are presented to him, exonerating the company from all blame. Should he refuse, he has the privilege of seeking a situation on some other road. In our experience we find that there are some gentlemen that are at all times ready and willing to do all in their power for their employes. There are others that, should they be told that such a state of affairs exists, are loth to believe it.

"We believe that there are a great many railroads on which the employes do not get enough rest, and accidents are the result of this. A man loses his reputation as well as his position when he is in reality not to blame. We do not want the railroads to do it all; we are willing to do our share. A fair day's work for a fair day's pay, and we will be as much interested in their welfare as they should be in ours. To do well is our aim. We do not believe in socialism or anarchy. They are not American and we know them not. We believe that a fair understanding should exist at all times between the employer and his employes. And on this question we hold that our Brotherhood has accomplished good results. We present all our grievances to the proper committees, and if they fail, we in conjunction with them endeavor to arrange matters by arbitration, but if it fails we then strike, or quit, as it pleases you. We believe this is a gift that this nation teaches all of its children. We can say to you to-day that it has not been necessary to engage in a strike since we were organized, and we hope never to have to engage in one.

We wish to call your attention to our insurance. We pay in case of total disability the sum of $800, and at death the same sum to the heirs, and thus far it has not cost us to exceed $18 per year each. We have paid out to the widows and orphans of deceased members and to disabled members $300,000. A great record. While I stand here to-day I am reminded of some very unpleasant memories. It is to call to your mind that the sickle of time has not been idle in our ranks, but has cut down in the prime of life some of our brothers, whom we loved to call by that endearing name. One that has toiled that others might reap? Who can tell all the work that his willing hands have done? How many are there here to-day that have received from him letters of encouragement to build up; to make ready for the Master's call, when we must render up our accounts. In the loss of Brother John R. Mahoney, our Brotherhood lost one of its best workers, most ardent supporters and as a man, a grand success, and his mother as honorable and dutiful a son as it was ever the lot of a mother to have. He was a member of the Grand Lodge and was loved by all who knew him, and we hope that his future was as-

Digitized by Google

sured. There have been many others, but time forbids me to mention them all, We sympathize with you all in your bereavement, for we too have lost one of our family and we hope they have only gained the reward for those who are faithful. May we so live that we may meet them in His eternity.

We want to pay a small tribute to our friends that are here among us to-day: to those that have already addressed us and to those that will follow. We wish to thank you for your kind words of encouragement and advice, and hope that it has fallen upon good ground and that it will be productive of much good, and that prosperity and success may be yours in life, His love and pardon in death. To Mr. Eugene V. Debs for the many kindnesses received from his willing hands in the past and for the wise counsel that we have received from him. His name is identified with us. Our first lodge bears his name, and we hope the members realize their position toward him; that his name should be an incentive to them to cherish and defend it, keeping it unsullied, learning from his grand life many virtues. He stands to-day as one of the best friends to all who toil. Our wish is that his life may be surrounded with sunshine and peace, crowned with success in all that he may undertake. And when he is called by Him who doeth all things well, may he be prepared to meet Him and become entitled to His favors. O, what a legacy this is! To be honored in life; saved in death, leaving a record that outshines the brilliant diamonds and outlasts both bronze and granite. Our next friend is our mother. O, how sweet the name! How it thrills us to hear it spoken, for it brings back the past, and memory paints those faces that we once loved to gaze upon. Her name is Mrs. Henry B. Jones. We all feel today that we owe her a debt that it will take years to pay, for she is one of our best friends, who has labored for us night and day.

When the world was hushed in slumbers she was to be found burning the midnight oil, writing verses or giving us advice, to encourage us to act better the teachings of our Brotherhood, and to encourage others to be interested in our welfare. How are we ever going to repay her for what she has done for us, and is still ready and willing to do for us in the future—by accepting and putting into practice the advice that she gives us, and in that way making ourselves worthy of being called her sons. I believe that I voice the sentiment of the entire Brotherhood when I say "May God's blessings fall in showers at her feet in life and a crown await her when He calls her home. She will always be remembered by us for the good that she and her noble corps have done for us and the same praises be extended to them.

Brothers, as this is my last appearance before you as an executive officer, I want to thank you all, both officers and members, for the assistance you have given me at all times and the valuable work that you have done, and I only hope that the future will always be as bright as the present, and that our future as an organization will be one of grand success. In closing, we extend to all sister organizations our best wishes for their future. May peace, prosperity and success crown your efforts; and to the Brotherhoods—to the Engineers—"Good machinery, good runs, bright headlights and always on time." To the Firemen—"The best runs, good fuel and a sure promotion in all things." To the Conductor—"Success in all that you undertake, good runs, short stops, and a punch that leaves a good record." To the Switchmen—"Sunshine to labor in, the best of pay, and a grand success in your Brotherhood."

To all others—"The best is what we want, and we ought to be willing to labor for it. Success to all who labor."

"Not ourselves, but the truth that in life we have spoken,
Not ourselves, but the seed that in life we have sown,
Shall pass on to ages, all about us forgotten,
Save the truth we have spoken and the things we have done.

So let our living be, so be our dying,
So let our names lie unblazoned, unknown,
Unpraised and unmissed we shall still be remembered,
Yes, but remembered by what our Brotherhood has done."

I want to extend our thanks to the different railroads that have been so kind to us in the past, for the many things we have received at their more than willing hands, and I wish to make especial mention of the D., L. & W. and the gentlemen who represent it, and only hope that we will have opportunity to show them more of our appreciation than lip service and praise.

The Brotherhood of Locomotive Firemen was officially represented at the opening by E. V. Debs, Secretary and Treasurer of the Grand Lodge, who addressed the Convention, extending the greetings of the Knights of the Scoop.

Engineers' Brotherhood.

The twenty-fourth annual convention of the Brotherhood of Locomotive Engineers, met at Chicago, and was convened at the Central Music Hall, Wednesday afternoon, October 19th. The following report of the opening exercises is taken from the *Inter-Ocean*:

GRAND CHIEF P. M. ARHTUR.

The following is a full text of the address delivered by Grand Chief Arthur:

Mr. Chairman, and Ladies and Gentlemen:—After a lapse of nineteen years, agreeably to the expressed will of our organization, the Brotherhood of Locomotive Engineers is again permitted to greet the good people of the great city of the lakes. The presence to-day of so large a number of her representative citizens, the encouragement to us which your presence lends, the kindly welcome which you have extended, and your proffered hospitality prove to us conclusively that we are among friends. And to you, in turn, we hope by courteously receiving and never abusing this welcome, to show our appreciation of this evidence of good will. In thinking of Chicago we have two pictures presented to our mental vision—the first, Chicago of twenty years ago, even then prophesying of itself mighty things for the future, and Chicago of to-day, the great western metropolis, which arose from dust and ashes in statelier proportions and richer prosperity, to take its place foremost among the great cities of the world. Look in any direction we may, we note masterpieces of the hand of progress, and realize that only a thrifty, progressive people could accomplish all that you have done. We congratulate you, our Chicago friends, upon the size and beauty of your fair city, upon its commercial activity and importance, and upon the fact that it stands a veritable and worthy Queen of the West. We thank you for your kindly welcome, for your presence to-day, and shall be grateful for your close attention to a brief exposition of the Brotherhood of Locomotive Engineers.

Perhaps, to some, our coming in convention to your city will be only a grand meeting of another army of fanatic laborers, but we believe to most people, and certainly to the reading public, we are known as an organization of honest men, having honest intentions, which we ever have and shall ever execute in a straightforward, honest manner. We are enemies only to wrong in its various devices and garbs, and can assuredly say that political schemes and aspirations have no place nor part in our association. We have built our house, not upon the shifting sand, but stone after stone have we squarely adjusted and well cemented with truth and justice, until we have a habitation of rock upon a foundation of adamant. A mighty army of men, representing three hundred and sixty-five divisions, has gathered about a nucleus of twelve men, who twenty-four years ago, assembled in the city of Detroit and started an organization destined to be more than they knew or dreamed. Obstacles, which at times seemed almost insurmountable, rose up mountain-like before us, but with right on our side and its consciousness in our hearts we bravely bat-

Digitized by Google

tled for it, and our success has demonstrated the justice of our cause. Our infancy was remarkable for two things—public prejudice and private persecution. As Proctor has said most beautifully:

Let thy gold be cast in the furnace,
Thy red gold, precious and bright,
Do not fear the hungry fire
With its caverns of burning light;
And thy gold shall return more precious
Free from every spot and stain—
For gold must be tried by fire,
As a heart must be tried by pain.

Even as by fire were we tried, and the result has been purity of motive and firmness of principles just and right. To-day we number 25,000 men, and while our numbers are great we would not have you consider only the quantity, but the quality as well. While we have always labored to increase our numbers, thereby increasing our strength, we have not been like the old maid in the woods, who, while praying for a husband replied to the "To who" of an owl, "O Lord, any one." To be a brotherhood man, four things are requisite—namely, sobriety, truth, justice, and morality. This is our motto, and upon this precept have we based our practice. For twenty-four years have we annually convened to review the work of the year just closed, to enact such laws as may be deemed necessary for the good of our cause, and to perform such other duties as may arise.

And now to you, my co-workers, I have a word to say. We meet to-day under happy omens. Each year in passing has added something to our credit on the great book of time. Socially, morally, and financially we were never better conditioned. It is true many hearts dear to our brotherhood have, during the past year, ceased to beat, many willing hands been folded upon honest breasts, and many souls have been quickly summoned to an eternal rest which lies beyond all time. These thoughts sadden us in the midst of our gratiude, and we fain would turn from them and regard only the bright things of life. But it is fitting that we stop a moment and drop some warm tears of regret, from which the fair sweet blossoms of eternal remembrance shall spring. While we render all praise and thanksgiving to the great Giver of all Good, we would bring home to each member of our organization the fact we have a substantial, though feeble, consolation to offer the afflicted. If he will, each man of you can provide that which can sustain, cheer, and comfort the heart of sorrowing ones in the hour of trouble. We have an insurance association. This is understood by all our members, but we are sorry to note is ignored by some. There are men in the world who too fully live up to the old maxim, well enough when rightly interpreted: "Never trouble trouble till trouble troubles you,' but this applied to the question of life insurance, only tends to vain regret when the opportunity to do is forever gone. Last year, in convention, we deemed it best to slightly change our plan of insurance, so as to bring it within the reach of all. This plan is, briefly, as follows: All policies issued are for $1,500, giving all an opportunity of taking out one or two. Those holding one policy are assessed fifty cents per death, less the number paid from the surplus. In event of death or loss of arm, limb, or eyesight they receive $1,500. Those having two policies are assessed $1 per death and receive $3,000. We now claim to have at once the cheapest and the best—the most satisfactory insurance in existence. We have paid out during the fiscal year just closed, to widows and orphans, $259,500, making a total of $2,244,669.61 that we have paid since the association was established in December, 1867. At the close of the last fiscal year we had 4,441 members. Died during the year, 77; disabled, 11; forfeited, 183, and had on September 1, 6,287, showing a net gain of 1,843. What a boon to the widowed and orphaned! To be sure it can never replace the husband nor give back the father to the orphan left desolate and alone to battle with life, but it comes to them like balm to the wounded, and convinces them of the love and fidelity of that husband and father who not only provided in life, but left behind that which can sustain and keep them from the cold charity of the still colder world. Let all thoughtfully consider our insurance, and resolve that this year shall find them policy-holders, even at a sacrifice of personal luxury, if need be. Let each man estimate the cost of his personal, pet indulgence per year, and then estimate the cost per year of the least of our policies. Estimate again the effect upon health of these ruinous indulgences, and then again the benefit derived from insurance, then decide which is the cheapest, and the most to be desired for himself. The various departments of our organization call for the best effort of every man or member. Our department of insurance needs you, and surely you can not do without it.

Our *Journal*, too, calls from its every page for a continuance of that zeal which alone has given it a firm and permanent place, not only in our organization, but among the current literature of the day. Its circulation has now reached 22,000, from which we derive a revenue of $8,922 84 per year. We would thank those of you who have aided in its success, and extend to all an invitation to use its pages freely for the benefit and amusement of othe s. Let others mount a Pegasus and soar to those realms of fame which lend zest to the entertaining phase of our popular *Journal*, remembering that in some localities it contributes the sum total of all the reading matter in many homes. Accounts of matters, both business and social, are always to be found in its pages. Railroad items of interest are here recorded. In short, everything which you may wish to know of our Brotherhood may there be found. Let no member be without it, and as many as possible contribute to its columns. Beyond this there is still something to be done; seek new subscribers. If each man could find only one new name, think what a list we should have by the close of another year. Remember, if we would live up to the standard which we ourselves have raised, we must continue to grasp our every opportunity, allowing nothing that may add to the good of our cause to escape notice; and when we consider that *The Journal* is our organ of speech, how careful should we be to make it effective; to see that its utterances are the exponents of our deeds and desires concerning our order. It should reflect the light of science and Biblical truth: it should exert a strong moral influence upon our little world of workers, and be an instructor to the untaught, and a gentle refiner to the crude. There is room for the display of a diversity of talent which so large a society affords. Let each man then arouse from his lethargy to new resolves and fresh action, and let this year's work surpass any that has been done before.

During the year your chief executive has traveled over fifty thousand miles of territory, adjusting grievances and attending union meetings. Not only was he gratified by the kindly personal attention received, but more than all by the good feeling existing among the men, and the apparently prosperous condition of the various branches of our organization.

The union meetings were all largely attended, and evidenced an unmistakably right spirit, which we highly commend. We consider them beneficial, viewed under various aspects, and recommend their continuance. They don the garb of festive occasions, and are to some a veritable oasis in the desert of everyday life. Man has been called a social animal, and we know the truth of it. We are constantly seeking associates, and are best pleased when a common interest forms the bond of friendship. Association is the great harmonizer of society. The mass only perform their good deeds through force of circumstances. There are many instances where those who labor with great enthusiasm and apparently much self-denying effort for the good of their fellow men, and in consequence are put in high places, whose hearts are straightway so puffed up with vanity as to render them incapable of further effort. They are removed outside the circumstances which forced it, and, the principle being no part of themselves, they are separated from it. Fraternity is a force that shapes our actions and utterances and teaches us to look on common life as the sphere of noblest duty. It opens avenues and gives opportunity for study of all sides of character; lends impetus to the practice of what is noble and true

Digitized by Google

stands up in defense of truth, and, through a conviction of security, adds to effort unmeasured strength. Association brings us into sympathy with life as actually lived. It gives us a wider outlook, and reveals humanity with arms outstretched after a betterment of condition and yearning for a higher life—prophetic of the day when love shall conquer selfishness and heights shall be reached that find no record in the past. The very yearning is a warrant that there is somewhere the help they need.

Taking all things into consideration, our relations, both to ourselves and with various railroads employing brotherhood men, are amicable. When we consider the dissatisfaction which is everywhere manifest about us, almost can we feel it in the air which surrounds us, our few troubles pale into insignificance. The spirit of discontent walks unchallenged from ocean to ocean across our broad continent, whispering greedily into the ears of men "More, more." And so the cry is taken up and repeated until it becomes a deafening roar. It is a short stride from the word to the deed, and every day in our papers we may read the result of this discontent. Labor of all kinds, from the most menial to the most skilled, with that cry still ringing in their ears while judgment sleeps, has risen up and rufused to work, preferring no pay to little pay. And with what result? Defeat, disaster, and despair. There have been times and incidents when the "strike" was the only court of appeal for the workingman, and the evil lay in the abuse of them, and not in the use of them. The methods used to bring about a successful termination of strikes, the abuse of property and even of persons has brought the very name into disrepute, while the troubles of the laboring man are rapidly receiving mere cant, and sympathy for him is dying out. More and more clearly defined is becoming the line which divides the honest man, satisfied with a just remuneration which he has truly earned, until by his own effort he can rise to a higher position in life, and the loud voiced "bomb-thrower," who, scarcely able to speak the English language, seeks to win his own comfortable living from those who have worked for it, presuming upon the imagination and arousing false hopes in the hearts of those who are still more ignorant than himself. Among sensible men the day for all this is past.

Let "mercy season justice," and justice be tempered with moderation. A wise arbitration looks to a long result rather than to immediate satisfaction, and accomplishes more than intimidations ever can hope to do. Our first father earned his bread by the sweat of his brow, and from that ancient time to this enlightened age there has been discovered no honest way other than this. We sometimes overlook the fact that it is not the occupation nor the outward appearance that makes the man. Let him take up his burden where he will, and integrity of purpose, zeal and determination will enable him to make rapid strides up the hill of life. "If the grand result seems hopelessly distant every step toward it does yet receive its reward; every effort brings something of fruition." The equality is much talked off, and certainly in the eyes of an impartial Heavenly Father such equality exists, but just as the moon differs from the sun so does one man differ from another, while circumstances so shape themselves about the life of man that unless he be the stronger he is eventually borne down by a tide which he is powerless to resist.

Two men starting out in life from exactly the same plane will find themselves widely apart at the end of their life's journey. And why? "There is a tide in the affairs of men which taken at the flood, leads on to fortune; omitted, all their life is bound in shallows and misery." This explains the whole.

Schiller has most beautifully put into verse a guide to right living and well doing, and it may not be amiss if repeated here:

What shall I do lest life in silence pass?
And if it do,
And never prompt the bray of noisy brass,
What need it thou rue?
Remember, aye, the ocean deeps are mute
The shallows roar:—
Worth is the ocean—Fame the bruit
Along the shore.

What shall I do to be forever known?
Thy duty ever!
"This did fully many who yet sleep unknown?"
Oh, never! never!
Thinkst thou, perchance, that they remain unknown
Whom thou knowest not?
By angels' trump in heaven their praise is loud,
Divine their lot.

What shall I do to gain eternal life?
Discharge aright
The simple dues with which each day is rife;
Yea, with thy might.
Ere perfect scheme of action thou devise
Will life be fled;
While he who ever acts as conscience cries,
Shall live tho' dead.

The aggressive civilization of to day, the one that will conquer the world and supersede all others, the one that has proved the best for man and that has lifted him up to higher planes than any other, is that built upon and shaped by the teachings of Christ. The best thoughts of all the best thinkers and writers upon the industrial problem have found nothing equal to the words, "Love thy neighbor as thyself." "Do unto others as you would have them do unto you." All correct philosophy, all sound teaching and reasoning conduct as unerringly to these simple truths, which combine in themselves every essential principle necessary to the solution of the indust ial problem. A solution based upon these would abide, because it would be founded on simple justice between man and man. It is not my intention to impose upon this convention any dogma upon the drink question. But I can not refrain, in honesty to my own convictions, from deploring the sad havoc that intemperance is making in the ranks of our fellow-men. So great is this evil that no man or woman who is striving to improve their fellows can help taking it into account. It is indeed an important factor for evil in our midst. Not only from the physical and moral standpoint is it working mischief, but from the standpoint of labor. The man who has so little self-control that he can not resist the temptation to degrade himself is always in danger of bringing disgrace upon his brethren. He has lost his self-respect, and, to some extent, his independence, thus making an easier victim to the greed of a selfish employer. I would, therefore, urge upon you the necessity of abstaining from everything that will in the slightest degree impair your usefulness as citizens or your efficiency as locomotive engineers. Be frugal and industrious; practice economy; save your earnings; make the best use you possibly can of your time and talents. Economy and prudence in living are absolutely essential to success in life. How to be economical in the true sense of the word, to be frugal and saving, without being stingy and close, is a lesson we all should learn.

We have assembled once more to discuss the work of the past year, and to see in what way we can improve our organization and ameliorate the condition of our men. To do justice to our constituents we must set aside personal pride, prejudice, and preference, remembering that we are to consider the greatest good of the greatest number. We can not afford dissensions now, nor can we afford to act in a hasty, unguarded manner. What we have done has taken years to accomplish, and we must not now weaken our structure at any point lest it come tumbling about our ears. And so, in the words of St. Paul, I say: "Let brotherly love continue."

I wish to publicly thank the various Divisions for their many acts of courtesy, and extend the same to my associates in office, who labor diligently to aid me at all times in the various departments of our official business. I congratulate you upon the success of the past year, and would admonish you to be ever on the alert for the best interest of the cause which you have espoused.

We were pleased to see other railway fraternities officially represented. The Order of Railway Conductors, through its Grand Chief, Mr. C. S. Wheaton, extended its greetings to the convention. The ad-

Digitized by Google

dress of Mr. Wheaton was cordial, as well as eloquent and appropriate, and evinced a deep solicitude in the welfare of all brotherhoods of railway employes.

The Brotherhood of Locomotive Firemen was officially represented by Grand Master F. P. Sargent. He addressed the convention briefly, voicing the greetings of the Knights of the Scoop, and wishing the engineers success in their twenty-fourth annual meeting. The address of Grand Master Sargent was appropriate and to the point, and was listened to with marked attention and appreciation.

LOCOMOTIVE FIREMEN.

Grand Master Sargent Entertained by the Local Members of the Order.

Moncton, N. B., Daily Transcript.

The members of Glad Tidings Lodge, Order of Locomotive Firemen gave an oyster supper last evening at Getchell's in honor of Grand Master Sargent, of the Brotherhood of Locomotive Firemen. Mr. R. H. Coggan, Receiver, presided and had on his right Grand Master Sargent as the guest of the evening and on his left Mr. N. L. Rand and Stipendiary Wortman. The Vice-chair was filled by W. C. Hunter, Collector. After justice had been done to the oyster supper and the fruits which followed, letters of regret for unavoidable absence were read from Chief Superintendent Pottinger, Mr. H. A. Whitney and Mr. H. T. Stevens.

Vice-Chairman Hunter proposed the toast of the Queen which was suitably honored.

Stipendiary Wortman, in honoring this toast, after a few appropriate references to the sovereign, spoke of the usefulness of the Order of Locomotive Firemen and said that he was glad to learn that its functions were so commendable. Its benevolent aspect in teaching men to make provision for themselves and their families was praiseworthy. He then spoke briefly on the importance of sobriety in their calling as the lives of so many were dependent on their faithfulness and efficiency in the discharge of their duties. He also dwelt upon the power of personal example and closed by paying a compliment to the character and standing of the railway employees in this section of the country.

Mr. Geo. Anderson proposed the toast of the President of the United States.

Grand Master Sargent in honoring the toast, said it gave him much pleasure to honor the toast of the Queen and also to be in her dominions, as it also gave him much pleasure to respond to the toast of the President of the United States. He paid a high tribute to President Cleveland personally as a man of the people and for the people. He next directed attention to the particular organization to which they belonged. He asked them if they had not noticed during the past few years an important change in the standing of railway men. That change was due to the beneficial influence of the two organizations of Locomotive Firemen and Locomotive Engineers. There was a time when to be a railway man was to be looked down upon, but go now in railway centers and they would find that railway men were no longer isolated from the rest of the people. They lived in as fine residences and they conducted themselves as well as the rest of the community and they were generally respected. The Order had three principles to help to bring about this result. One of these was sobriety, another was industry, and a third was benevolence. At one time their Order was viewed with suspicion by railway managers, but had there been any of the prominent officials present to-night, he would ask them if they did not now think that the influence of the Order had been for good. Its object was not to undertake the work of running the railway, but rather to advance the interests of the men, to elevate them, and to train them up to be better employees. They should by their lives and their daily walk show that they were living true to their principles. The two organizations of locomotive firemen and engineers worked together. The fireman was but the engineer serving an apprenticeship. The engineer and the fireman stood together on the same deck of the locomotive, they worked together, and they sometimes died together. Where were there two callings that worked together in this manner? A brief reference was then made to the inadequate wages paid both class in Canada compared with the United States. He saw no sufficient reason why a hundred mile run should not be paid as well in Canada as in the United States. But it was not. In conclusion he expressed the wish that this state of affairs would be remedied, and he concluded by hoping that his visit would be productive of good to the Order. (Long and prolonged applause.)

Mr. W. C. Hunter proposed "The Brotherhood of Locomotive Engineers," which toast was responded to by Messrs. James McKay, Rufus Bulmer, Hugh Stewart, Chas. McCarthy, D. McQuarrie, S. Trider, John Devereaux.

Grand Master Sargent proposed the toast of the press of the Dominion which was responded to by Messrs. John T. Hawke of the *Transcript* and Boyd of the *Times*.

Mr. Dykes Trenholm proposed the toast of "The Locomotive Foreman."

Mr. N. L. Rand in responding referred to the usefulness of the Order and congratulated the firemen in securing the services as Grand Master of so eloquent a man as Mr. Sargent. In conclusion he passed a compliment based upon personal observation to the character of the men employed on the road.

Several impromptu calls for speeches were then made and responded to in a happy manner by Messrs. W. H. Rougean, Riverie du Loup; Hennessey of Truro; John Norton of Campbellton; Geerge Palmer, John Stewart and others.

Chairman Coggan in dismissing the gathering made a few remarks expressing the hope that Bro. Sargent's visit would be productive of good.

The proceedings then closed.

OUR LADY FRIENDS will be interested in knowing that by sending 20c. to pay postage, and 15 top covers of Warner's Safe Yeast (showing that they have used at least 15 packages) to H. H. Warner & Co., Rochester, N. Y., they can get a 500 page, finely illustrated COOK BOOK, *free*. Such a book, bound in cloth, could not be bought for less than a dollar. It is a wonderfully good chance to get a fine book for the mere postage and the ladies should act promptly.

Resolutions.

GARRETT, IND., August 5, 1887.

At a regular meeting of Garfield Lodge, No. 203, B. L. F., held in their hall, the following resolutions were adopted:

WHEREAS, Death has again invaded our ranks and called from us our worthy Brother, E. Kooken, who was killed by a railroad accident at York, Ind., July 26th, 1887.

Resolved, That in his death we have lost a valuable member: the company, a faithful employe; his parents, a dutiful son, and his brothers and sisters, an affectionate brother.

Resolved, That our charter be draped in mourning for the space of thirty days and that a copy of these resolutions be sent to the editor of the *Magazine* for publication, and to the relatives of the deceased, and spread on the minutes of the Lodge.

T. CUNNINGHAM,
W. A. BILLMIRE,
J. W. STONER,
} *Committee.*

GARRETT, Ind., August 5, 1887.

At a regular meeting of Garfield Lodge, No. 203, B. of L. F., held in their hall, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the All-wise Ruler of the Universe to remove by death Brother George Hurley, who was fatally injured by his engine turning

Digitized by Google

over at Camden, Arkansas, July 19th, causing death to ensue on July 27, 1887, and

WHEREAS, It is but just that a fitting tribute of his many virtues be had, therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, yet we none the less mourn his untimely death, stricken down as he was in the full vigor of noble manhood at his post of duty, and whose many acts of benevolence and many virtues and wise counsels had endeared him to all.

Resolved, That in his death the Brotherhood has lost a warm advocate of its principles, the Lodge an efficient brother whom all were pleased to meet, and we, as individuals, an agreeable and esteemed associate.

Resolved, That tne heartfelt sympathy of this Lodge be extended to his relatives in their affliction.

Resolved, As a token of respect, to our departed brother that our charter be draped in mourning for thirty days, and that these resolutions be entered on the minutes of the Lodge and a copy given to his sisters, also published in the *Magazine*.

T. CUNNINGHAM,
W. A. BILLMIRE,
J. W. STONER, } *Committee.*

WINSLOW, A. T., August 10, 1887.

At a regular meeting of Pacific Lodge No. 173, the following resolutions of sorrow and sympathy were adopted:

WHEREAS, Our estimable and honored brother, John Sparks, being taken from our midst by death on the evening of July 27, 1887, in a railway accident on the Atlantic & Pacific R. R., therefore,

Resolved, That in the death of Brother Sparks his sister and the relations and the members of Pacific Lodge lose an honorable and kind brother and respected friend.

Resolved, That we extend our sympathy and condolence to the bereaved sister and relatives.

Resolved, That as a token of esteem for Brother Sparks' faithfulness and manliness in supporting the Order, we drape our charter for the space of thirty days.

H. HEIDE,
J. C BULL,
M. SHEEHY, } *Committee.*

CHADRON, NEB., August 24, 1887.

At a special meeting of Pine Ridge Lodge, No. 17, the following resolutions expressing our sorrow occasioned by the death of our beloved Brother, A. S. Aiken, were adopted:

WHEREAS, It has pleased Almighty God in His all-wise providence to remove from our midst our beloved Brother, A. S. Aiken, who came to his death by accident at Wood Lake, Neb., on the morning of August 24th, 1887.

WHEREAS, In the death of Brother A. S. Aiken, this Lodge has lost a good member, and the Brotherhood an earnest supporter, his mother a kind and loving son; therefore be it

Resolved, That as a token of respect we drape our charter in mourning for the space of thirty days; be it

Resolved, That a copy of these resolutions be spread on the minutes of the Lodge Record, and a copy be given his bereft family, and published in the *Locomotive Firemen's Magazine;* and be it

Resolved, That a vote of thanks be tendered Mr. G. W. Dwinell and his most amiable wife and to Mr. C. C. McPherson, our foreman at Long Pine, and Mr. McMonagle, for their kindness in attending to the remains of our beloved brother.

J. H. BUTLER,
A. GEHN,
R. CHANDLER, } *Committee.*

CAMDEN, N. J., August 25, 1887.

At a regular meeting of Welcome Lodge No. 72, the following resolutions were unanimously adopted:

WHEREAS, In the death of our esteemed and worthy brother, H. Jobes, we recognize the will of Divine Providence, an illustration of the universal truth that death comes to all. Brother Jobes' death leaves the once happy hearts of his wife and children in sorrow; in the Lodge room there is sorrow and gloom because our beloved brother has departed forever; therefore

Resolved, That we offer these expressions of sympathy to the afflicted family, consoled by the reflection that after all life is but a short space of time compared with the life of the hereafter.

Resolved, That to the stricken family we extend our heartfelt sympathy.

Resolved, That as a mark of respect to the memory of our deceased brother, we drape our charter in mourning for thirty days and that a copy of these resolutions be presented to the family of Brother Jobes, and that they be published in the *Magazine* and entered on the minutes of the meeting.

THOS. H. JOINER,
H. HARRIS,
WM. WIGGINS, } *Committee.*

BURLINGTON, IOWA, August 26, 1887.

At a regular meeting of Herald Lodge No. 161, B. of L. F., the following resolutions were adopted:

WHEREAS, Favors were shown to us by our Superintendent, W. C. Brown; Foreman, A. B. Collins, and others, at the time of the funeral of our late brother, H. G. Edwards, be it

Resolved, That a vote of thanks is due and is hereby extended to Superintendent W. C. Brown, Foreman A. B. Collins, and all others, who favored us on that sorrowful occasion.

Resolved, That a copy of these resolutions, with seal of Lodge attached, be presented to W. C. Brown and A. B. Collins, and a copy sent to *Magazine* for publication; also, that they be spread upon the minutes of our meeting.

W. H. WILDER,
B. COUGHLIN,
R. J. BURGER, } *Committee.*

BURLINGTON, IOWA, September 15, 1887.

At a special meeting of Herald Lodge No. 161, B. of L. F., held August 24d, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our beloved brother, H. G. Edwards, showing to us the uncertainty of life and the certainty of death; be it

Resolved, That by the death of Bro. Edwards, a worthy and kind brother, and one who was in every way worthy of our regard and esteem, has been taken from us.

Resolved, That we offer to the relatives of the deceased our sincerest sympythy, and while we cannot assuage their sorrow, we trust that they may be able to bear it with resolution and fortitude.

Resolved, That our charter be draped for the space of thirty days, and a copy of these resolutions, with seal of our Lodge attached, be presented to the relatives of our deceased brother, also published in the Burlington papers, and in the *Magazine* of the Brotherhood of Locomotive Firemen, and the same be spread on the minutes of our Lodge.

S. A. EADS,
W. H. WILDER,
WM. BABCOCK, } *Committee.*

ALGIERS, LA., Sept. 25th 1887.

At a regular meeting hold by Endeavor Lodge No. 267, on Monday evening, September 19th, 1887, the following resolutions were unanimously adopted:

WHEREAS, It is with profound regret we are called upon for the first time since our organization to announce the death of Bro. Joe McCarthy, who was shot on Friday evening and died on Saturday evening from the wound inflicted by the red-handed assassin.

Resolved, That in the death of Bro. McCarthy the Brotherhood of Locomotive Firemen has lost a friend, Endeavor Lodge one of their best members, his mother a dutiful son, and his brothers a loving brother; one who was always prompt in the discharge of his duty, cheerful, pleasant, loved and respected by all who knew him. With sad hearts we realize our loss, and while we mourn with others in their great sorrow we bow in humble submission to Him who doeth all things well.

Digitized by Google

Resolved, That we extend to the bereaved family our sincere and heartfelt sympathy in this hour of sadness and sorrow. May the Grand Master of the Universe comfort the hearts of the sorrowing ones. Be it further

Resolved, That as a mark of esteem for our departed brother we drape our charter in mourning for thirty days, that a copy of these resolutions be presented, under seal, to the family of the deceased, that a copy be placed on the records of this Lodge, and also be sent to our *Magazine* for publication.

J. C. DORENOR,
JAS. STOCKTON,
A. B. WALTER,
} *Committee.*

VINCENNES, IND., September 12, 1887.

At a regular meeting of Tried and True Lodge No. 361, of the B. L. F. held September 11th, 1887, in the K. of H. Hall, the officers and members where greatly surprised at being presented with a beautiful box, from our superior officers, wherein to keep our rituals, books, etc. The following resolutions were unanimously adopted:

Resolved, That we tender our sincere thanks to Mr. F. P. Boatman, Master; R. S. and Mr. O. H. Jackson, General Foreman of the O. & M. R. R., for taking the pains to have such a beautiful and valuable box made for that purpose

Resolved, That a copy of these resolutions be sent to Mr. Boatman and Mr. O. H. Jackson, and also that they be published in the *Magazine*.

CHAS WALTERS,
M. B. WAGONER,
CHAS. SCHERMERHORN,
} *Committee.*

Letters of Thanks.

BUTLER, IND., June 10, 1887

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of gratitude that I acknowledge the payment of my claim by a draft for $1,500 on the above date. I also desire to return my sincere thanks to the members of No. 164 for their kindness Wishing you all success, I remain yours very respectfully,

C. E. BLAIR.

WELLSVILLE, OHIO, July 15, 1887.

To the Brotherhood of Locomotive Firemen, Alexia Lodge No. 96:

DEAR SIRS:—I received the sum of fifteen hundred dollars ($1,500), the amount of my disability claim due me. I desire to return my sincere thanks to the Brothers of No. 96 for their warm and brotherly love. I pray that God may always keep misfortune from you, and hoping the Brotherhood may always prosper, I remain, Yours, respectfully,

WILLIAM HUNTER.

MOUNT CARMEL, ILL., August 9, 1887.

To the Officers and Members of the B. of L. F.:

DEAR SIRS AND BROTHERS:—It is with feelings of gratitude that I acknowledge the receipt of a draft for $1,500 due me on my disability claim. I wish, also, for the members of No. 228, to accept my warmest thanks for their kindness to me since I have been sick, and wishing the Brotherhood continued prosperity, I am yours fraternally,

CHRISTIAN GILL.

DENVER COLO., Sept. 15, 1887.

To the Brotherhood of Locomotive Firemen.

GENTLEMEN:—Allow me to say I have received, through the kindness of the officers of High Line Lodge, No. 256, of which our son was a devoted member, a draft for $1,500, the amount of policy held by our son, James T. Clendening. We wish to express our sincere thanks to the members of the High Line Lodge, especially those who remained with him in his last hours of suffering; also to Cloud City Lodge, and to Rocky Mountain Lodge for the beautiful floral tribute they sent. We wish to thank the Brotherhood for all the kindness they showed us, in our bereavement.

R. S. AND ELIZA CLENDENING.

LARAMIE, WYOMING, September 6, 1887.

To the Members of the Brotherhood of Locomotive Firemen:

Please accept my thanks for the draft of $1,500 due me on my disability claim which I received to-day from Bro. Charles Kleeman, Receiver of Black Hills Lodge No. 86. Yours fraternally,

BEN CHAPLIN.

TORONTO, ONT., September 3, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

I desire on behalf of Mrs. William Burton to thank you for the prompt payment of the $1,500 due her on the death of her stepson, John T. Burton. I also wish to thank the members of Dominion Lodge No. 67, for their kindness during the sickness of my late brother-in-law. The B. of L. F. will always have our best wishes. Yours truly,

JOHN F. HAWKINS.

LOS ANGELES, CAL., August 12, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN AND BROTHERS:—I received your draft for $1,500 in payment of my disability claim, for which I return my sincere thanks. Especially to the members of Orange Grove Lodge, No. 97, do I wish to return thanks for their kindness to myself and family, all of which will be remembered with gratitude. Yours Very Truly,

J. OMAN.

ELLIS, KAN., August 9, 1887.

To the Officers and Members of the B. of L. F.:

DEAR SIRS AND BROTHERS:—It is with feelings of sincere gratitude that I wish to acknowledge the receipt of $1,500 at the hands of Bro. McClure, due me on my disability claim. I wish, also, to tender to the members of No. 32, my warmest thanks for their kindness and attention to me when I was injured. With sincere wishes for the continued success of our beloved Order, I remain yours fraternally,

IRA HOUSTON.

PEORIA, ILL., August 21, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

I desire to acknowledge the receipt of a draft for $1,500 paid to me by Bro. G. C. Watt, assisted by Bros. Goodwin, Gates and John Desmond, of Lodge No. 48, the full amount of insurance on the policy which I held in your Order. I take this opportunity to express my heartfelt gratitude to the Brotherhood of Locomotive Firemen for the substantial aid they rendered me during the long, weary months of pain and suffering, that it was my misfortune to endure, and also the kindness, courtesy and sympathy they invariably bestowed upon me at all times and under all circumstances. I feel that words are too weak to express my thanks to the B. of L F. May heaven's choicest blessings rest on every member, is the wish of myself and wife. One word to all members of the Brotherhood, take my advice, and keep your dues paid up promptly, for you do not know what minute, or how soon misfortune may overtake you. I sincerely wish that prosperity may always attend the Brotherhood, and that it shall forever continue in its noble mission of charity and peace. Hoping I may always be able to remain a worthy member of the B. of L. F., I am yours, fraternally,

ROBERT R. MARTIN.

WARNER'S Log Cabin Remedies—old-fashioned, simple compounds, used in the days of our hardy forefathers, are "old timers" but "old reliable." They comprise a "Sarsaparilla," "Hops and Buchu Remedy," "Cough and Consumption Remedy," "Sculpine, for the Hair," "Extract," for External and Internal Use, "Plasters," "Rose Cream," for Catarrh, and "Liver Pills." They are put up by H. H. Warner & Co., proprietors of Warner's Safe Remedies, and promise to equal the standard value of those great preparations. All druggists keep them.

Digitized by Google

Grand Lodge

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

DECEMBER, 1887.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1887. }

Assessment Notice for November.

ASSESSMENT NO. 13.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members, who were entitled to all the benefits of the Order, viz:

CLAIM No. 111. G. W. Rosebrook, of Boston Lodge, No. 57, died of Consumption, July 11th, 1887.

CLAIM No. 112. R. Duggan, of Bartholdi Lodge, No. 309, was totally disabled by the Amputation of his Hand, July 13th, 1887.

CLAIM No. 113. Edward Kooken, of Garfield Lodge, No. 203, was killed by Railroad Accident, July 26th, 1887.

CLAIM No. 114. Jno. Sparks, of Pacific Lodge, No. 178, was killed by Railroad Accident, July 27th, 1887.

CLAIM No. 115. Frank Dicus, of Mt. Hood Lodge, No. 167, died of Cancer of Bowels, September 12th, 1887.

CLAIM No. 116. W. L. Beck, of Altoona Lodge, No. 287, was killed by Railroad Accident, September 13th, 1887.

CLAIM No. 117. Henry Littenfield, of Gate City Lodge, No. 93, died of Typhoid Fever, September 16th, 1887.

CLAIM No. 118. C. E. Bauch of A. G. Porter Lodge, No. 141, was killed by Railroad Accident, September 19th, 1887.

CLAIM No. 119. D. Carroll, of Fort Ridgely Lodge, No. 65, died of Paralysis, September 19th, 1887,

CLAIM No. 120. W. L. Duncan, of Colonial Lodge, No. 119, was killed by Railroad Accident, September 22d, 1887.

CLAIM No. 121. B. F. Miller, of Mt. Ouray Lodge, No. 140, died of Typhoid Fever, September 22d, 1887.

CLAIM No. 122. R. J. Nugent, of Troy City Lodge, No. 315, died of Typhoid Fever, October 1st, 1887.

CLAIM No. 123. D. Kirkwood, of Chicago Lodge, No. 95, was killed by Railroad Accident, October 1st, 1887.

CLAIM No. 124. Thos. J. Gray, of Calhoun Lodge, No. 84, died of Typhoid Fever, October 5th, 1887.

CLAIM No. 125. C. V. Stoker, of Main Line Lodge, No. 176, was accidentally killed by a Gunshot Wound, October 13th, 1887.

CLAIM No. 126. E. L. Hollister, of Bonanza Lodge, No. 194, was declared totally disabled with Chronic Rheumatism, October 24th, 1887.

CLAIM No. 127. E. R. Earl, of Scioto Lodge, No. 202, died of Consumption, October 25th, 1887.

CLAIM No. 128. Wm. Orth, of Garden City Lodge, No. 50, was killed by Railroad Accident, October 28th, 1887.

CLAIM No. 129. J. H. Truesdell, of Frisco Lodge, No. 51, was declared totally disabled with Chronic Brights Disease, October 29th, 1887.

CLAIM No. 130. Herman Hugo, of Eureka, Lodge, No. 14, was struck by a Locomotive and killed, October 31st, 1887.

An assessment of ONE DOLLAR is levied upon Claim No. 130, and all members who were admitted on or before October 31st, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before December 25, 1887, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE B. OF L. F., }
TERRE HAUTE, IND., December 1, 1887. }

Special Notices.

SPECIAL CIRCULARS.

Special Circulars Nos. 4 and 5, very important, have been forwarded to all Lodges.

TO MAGAZINE AGENTS.

A package containing a subscription book, receipt book, subscription blanks and envelopes has been forwarded for you in care of the Secretary. There has also been forwarded a circular of instructions to Magazine Agents which you will read carefully.

UNION MEETING.

A grand Union meeting will be held at Macon, Ga., on Thursday, December 15th, under the auspices of Macon Lodge, No. 246. This meeting will be the formal opening of the Fair, heretofore announced, to be given for the purpose of raising a fund to defray the expenses of our first biennial Convention. The Grand Officers will be present, and the largest possible attendance is desired. All members in good standing are invited.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending January 31st, 1888; also for *Assessment No.* 12 (for November); also for *Special Assessment No.* 2. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secretaries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of *filling out this slip at once* and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, *as required by law*. Let there be no delay in carrying out these instructions.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. & T.

Digitized by Google

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., Nov. 1, 1887.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund, for the month ending October 31, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 10.	TOTAL.
1	$2 00	$66 00	$68 00
2	29 00	21 00	50 00
3	11 00	155 00	166 00
4	. . .	96 00	96 00
5	1 00	84 00	85 00
6	7 00	49 00	56 00
7	6 00	32 00	38 00
8	6 00	40 00	46 00
9	2 00	91 00	93 00
10	8 00	65 00	73 00
11	. . .	116 00	116 00
12	43 00	231 00	274 00
13	. . .	97 00	97 00
14	19 00	139 00	158 00
15	2 00	52 00	54 00
16	. . .	131 00	131 00
17	. . .	19 00	19 00
18	3 00	53 00	56 00
19	. . .	37 00	37 00
20	. . .	28 00	28 00
21	6 00	36 00	42 00
22	7 00	18 00	25 00
23	. . .	29 00	29 00
24	1 00	33 00	34 00
25	2 00	67 00	69 00
26	5 00	77 00	82 00
27	1 00	75 00	76 00
28	4 00	70 00	74 00
29	5 00	35 00	40 00
30	23 00	. . .	23 00
31	19 00	52 00	71 00
32	2 00	27 00	29 00
33	. . .	55 00	55 00
34	. . .	58 00	58 00
35	17 00	. . .	17 00
36	. . .	. . .	. . .
37	. . .	47 00	47 00
38	. . .	61 00	61 00
39	17 00	45 00	62 00
40	. . .	80 00	80 00
41	. . .	21 00	21 00
42	36 00	36 00	72 00
43	87 00	85 00	172 00
44	. . .	75 00	75 00
45	5 00	67 00	72 00
46	5 00	55 00	60 00
47	. . .	92 00	92 00
48	. . .	69 00	69 00
49	2 00	40 00	42 00
50	2 00	108 00	110 00
51	20 00	39 00	59 00
52	2 00	94 00	96 00
53	4 00	28 00	32 00
54	6 00	88 00	94 00
55	3 00	25 00	28 00
56	12 00	17 00	29 00
57	43 00	227 00	270 00
58	14 00	12 00	28 00
59	6 00	65 00	71 00
60	2 00	76 00	78 00
61	4 00	75 00	79 00
62	1 00	51 00	52 00
63	. . .	44 00	44 00
64	. . .	. . .	. . .
65	. . .	60 00	60 00
66	5 00	47 00	52 00
67	. . .	100 00	100 00
68	9 00	67 00	76 00
69	. . .	41 00	41 00
70	1 00	34 00	35 00
71	. .	65 00	65 00
72	4 00	121 00	125 00
73	$4 00	$64 00	$68 00
74	. . .	23 00	23 00
75	14 00	146 00	160 00
76	38 00	28 00	66 00
77	4 00	98 00	102 00
78	10 00	59 00	69 00
79	. . .	47 00	47 00
80	9 00	87 00	96 00
81	8 00	74 00	82 00
82	. . .	85 00	85 00
83	2 00	48 00	50 00
84	. . .	68 00	68 00
85	. . .	37 00	37 00
86	5 00	. . .	5 00
87	27 00	. . .	27 00
88	. . .	47 00	47 00
89	10 00	21 00	31 00
90	13 00	. . .	13 00
91	4 00	38 00	42 00
92	. . .	21 00	21 00
93	6 00	71 00	77 00
94	. . .	. . .	. . .
95	. . .	101 00	101 00
96	3 00	46 00	49 00
97	. . .	. . .	. . .
98	. . .	27 00	27 00
99	3 00	85 00	88 00
100	3 00	23 00	26 00
101	7 00	136 00	143 00
102	1 00	33 00	34 00
103	7 00	93 00	100 00
104	10 00	28 00	38 00
105	2 00	98 00	100 00
106	. . .	25 00	25 00
107	3 00	85 00	88 00
108	. . .	21 00	21 00
109	2 00	64 00	66 00
110	. . .	27 00	27 00
111	. . .	54 00	54 00
112	2 00	46 00	48 00
113	1 00	23 00	24 00
114	22 00	19 00	41 00
115	3 00	. . .	3 00
116	. . .	. . .	. . .
117	. . .	51 00	51 00
118	. . .	23 00	23 00
119	1 00	33 00	34 00
120	5 00	82 00	87 00
121	. . .	57 00	57 00
122	. . .	. . .	. . .
123	6 00	70 00	76 00
124	64 00	22 00	86 00
125	9 00	51 00	60 00
126	. . .	. . .	. . .
127	6 00	68 00	74 00
128	. . .	25 00	25 00
129	. . .	57 00	57 00
130	2 00	83 00	85 00
131	4 00	. . .	4 00
132	6 00	38 00	44 00
133	1 00	30 00	31 00
134	. . .	33 00	33 00
135	3 00	32 00	35 00
136	. . .	18 00	18 00
137	2 00	26 00	28 00
138	1 00	39 00	40 00
139	. . .	. . .	. . .
140	7 00	50 00	57 00
141	44 00	73 00	117 00
142	15 00	69 00	84 00
143	20 00	11 00	31 00
144	7 00	26 00	33 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 10.	TOTAL.
145	. . .	$26 00	$26 00
146	. . .	. . .	. . .
147	$7 00	46 00	53 00
148	16 00	32 00	48 00
149	10 00	212 00	222 00
150	1 00	44 00	45 00
151	. .	48 00	48 00
152	. . .	. . .	. . .
153	54 00	32 00	86 00
154	2 00	35 00	37 00
155	13 00	. . .	13 00
156	3 00	45 00	48 00
157	1 00	22 00	23 00
158	4 00	58 00	62 00
159	. . .	. . .	. . .
160	2 00	45 00	47 00
161	6 00	55 00	61 00
162	. . .	89 00	89 00
163	9 00	32 00	41 00
164	. . .	33 00	33 00
165	5 00	36 00	41 00
166	46 00	35 00	81 00
167	. .	30 00	30 00
168	2 00	49 00	51 00
169	. . .	106 00	106 00
170	. . .	41 00	41 00
171	. . .	20 00	20 00
172	51 00	. . .	51 00
173	2 00	42 00	44 00
174	. . .	105 00	105 00
175	2 00	31 00	33 00
176	. . .	16 00	16 00
177	1 00	49 00	50 00
178	5 00	56 00	61 00
179	11 00	50 00	61 00
180	8 00	. . .	8 00
181	. . .	20 00	20 00
182	. . .	31 00	31 00
183	. . .	32 00	32 00
184	3 00	22 00	25 00
185	. . .	14 00	14 00
186	14 00	53 00	67 00
187	. . .	13 00	13 00
188	. . .	72 00	72 00
189	3 00	23 00	26 00
190	6 00	25 00	31 00
191	. . .	32 00	32 00
192	35 00	18 00	53 00
193	2 00	21 00	23 00
194	1 00	32 00	33 00
195	1 00	44 00	45 00
196	2 00	8 00	10 00
197	. . .	41 00	41 00
198	. . .	24 00	24 00
199	. . .	30 00	30 00
200	7 00	7 00	14 00
201	. . .	35 00	35 00
202	4 00	50 00	54 00
203	2 00	53 00	55 00
204	. . .	. . .	. . .
205	. . .	53 00	53 00
206	12 00	. . .	12 00
207	4 00	69 00	73 00
208	43 00	38 00	81 00
209	5 00	19 00	24 00
210	2 00	35 00	37 00
211	1 00	56 00	57 00
212	4 00	22 00	26 00
213	. . .	29 00	29 00
214	9 00	38 00	47 00
215	. . .	46 00	46 00
216	6 00	60 00	66 00
217	. . .	25 00	25 00
218	. . .	. . .	. . .
219	13 00	44 00	57 00
220	1 00	53 00	54 00
221	. .	35 00	35 00
222	29 00	. . .	29 00
223	. . .	16 00	16 00
224	$5 00	$25 00	$30 00
225	23 00	. . .	23 00
226	. . .	28 00	28 00
227	1 00	23 00	24 00
228	. . .	108 00	108 00
229	. . .	33 00	33 00
230	. . .	66 00	66 00
231	11 00	44 00	55 00
232	2 00	24 00	26 00
233	. . .	. . .	. . .
234	19 00	19 00	38 00
235	. . .	38 00	38 00
236	1 00	18 00	19 00
237	4 00	54 00	58 00
238	6 00	17 00	23 00
239	29 00	. . .	29 00
240	4 00	79 00	83 00
241	. . .	21 00	21 00
242	. . .	61 00	61 00
243	6 00	17 00	23 00
244	1 00	75 00	76 00
245	. . .	25 00	25 00
246	. . .	27 00	27 00
247	. . .	21 00	21 00
248	7 00	29 00	36 00
249	. . .	11 00	11 00
250	3 00	74 00	77 00
251	. . .	38 00	38 00
252	. . .	86 00	86 00
253	33 00	33 00	66 00
254	7 00	28 00	35 00
255	. . .	. . .	. . .
256	4 00	35 00	39 00
257	3 00	25 00	28 00
258	1 00	19 00	20 00
259	. . .	15 00	15 00
260	. . .	. . .	. . .
261	. . .	31 00	31 00
262	. . .	22 00	22 00
263	1 00	38 00	39 00
264	8 00	35 00	43 00
265	. . .	59 00	59 00
266	1 00	45 00	46 00
267	13 00	. . .	13 00
268	. . .	13 00	13 00
269	4 00	37 00	41 00
270	67 00	64 00	131 00
271	. . .	24 00	24 00
272	. . .	30 00	30 00
273	. . .	40 00	40 00
274	8 00	9 00	17 00
275	38 00	. . .	38 00
276	. . .	. . .	. . .
277	13 00	9 00	22 00
278	. . .	10 00	10 00
279	1 00	. . .	1 00
280	3 00	34 00	37 00
281	. . .	26 00	26 00
282	. . .	26 00	26 00
283	1 00	35 00	36 00
284	1 00	77 00	78 00
285	. . .	42 00	42 00
286	4 00	80 00	84 00
287	1 00	86 00	87 00
288	. . .	17 00	17 00
289	1 00	11 00	12 00
290	31 00	24 00	55 00
291	. . .	58 00	58 00
292	1 00	23 00	24 00
293	21 00	40 00	61 00
294	1 00	20 00	21 00
295	. . .	24 00	24 00
296	. . .	. . .	. . .
297	. . .	15 00	15 00
298	. . .	18 00	18 00
299	1 00	32 00	33 00
300	1 00	41 00	42 00
301	2 00	24 00	26 00
302	2 00	19 00	21 00

Digitized by Google

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 10.	Total	Lodge Nos	Back Assessm'ts.	Assessm't No. 10.	Total.
303	. . .	. . .	. . .	338	$1 00	$17 00	$18 00
304	$2 00	$26 00	$28 00	339	1 00	14 00	15 00
305	. . .	. . .	. . .	340	4 00	20 00	24 00
306	1 00	33 00	34 00	341	. . .	16 00	16 00
307	1 00	39 00	40 00	342	14 00	. . .	14 00
308	20 00	. .	20 00	343	. . .	19 00	19 00
309	25 00	29 00	54 00	344	. . .	12 00	12 00
310	2 00	26 00	28 00	345	. . .	. . .	. . .
311	.	19 00	19 00	346	. . .	18 00	18 00
312	2 00	24 00	26 00	347	15 00	15 00	30 00
313	6 00	31 00	37 00	348	. . .	14 00	14 00
314	2 00	6 00	8 00	349	6 00	38 00	44 00
315	1 00	32 00	33 00	350	1 00	18 00	19 00
316	6 00	40 00	46 00	351	. . .	13 00	13 00
317	1 00	53 00	54 00	352	. .	28 00	28 00
318	1 00	15 00	16 00	353	. . .	14 00	14 00
319	. . .	. . .	. . .	354	. .	45 00	45 00
320	. . .	. . .	. . .	355	9 00	20 00	29 00
321	. . .	. . .	. . .	356	. . .	23 00	23 00
322	3 00	33 00	36 00	357	. . .	37 00	37 00
323	3 00	35 00	38 00	358	10 00	. .	10 00
324	. . .	. . .	. . .	359	. . .	15 00	15 00
325	8 00	21 00	29 00	360	. . .	21 00	21 00
326	2 00	30 00	32 00	361	. . .	. . .	. . .
327	. . .	17 00	17 00	362	3 00	. . .	3 00
328	3 00	28 00	31 00	363	. . .	. . .	. . .
329	1 00	19 00	20 00	364	. . .	. . .	. . .
330	1 00	19 00	20 00	365	. . .	8 00	8 00
331	3 00	21 00	24 00	366	. . .	. . .	. . .
332	. . .	. . .	. . .	367	. . .	. . .	. . .
333	. . .	66 00	66 00	368	. . .	. . .	. . .
334	35 00	. . .	35 00	369	. . .	6 00	6 00
335	. . .	21 00	21 00	370	. . .	. . .	. . .
336	2 00	8 00	10 00	371	. . .	3 00	3 00
337	3 00	37 00	40 00				

Balance on hand October 1st	$24,730 00
Received during month	16,133 00
Total	$40,863 00
By Claims 102, 103, 104, 105, 106, 107, 108, 109, and 110	$13,500 00
Balance on hand November 1st	$27,363 00

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

TRICKS ON THE STAGE.

A Thrilling Life and Death Struggle.

Some time ago there was on exhibition, in New York, what was called the "wonderful electrical man!"

The "wonder" now says that he was always *secretly connected with a battery* so arranged as to defeat discovery!

Many "freaks of nature" are only freaks of clever deceptive skill.

Bishop, the mind-reader, so-called, was shown to be only a shrewd student of human nature, whose reading of thought was not phenomenal.

Even so intelligent a man as Robert Dale Owen was for many years fully persuaded that certain alleged spiritual manifestations were genuine, but, in the Katie King case, he eventually found that he had been remorselessly deceived.

When to natural credulity is added a somewhat easily-fired imagination, spectres become facts, and clever tricks realities.

"That man," remarked a prominent physician the other day to our reporter, "thinks he is sick. He is a 'hypo.' He comes here regularly three times a week for treatment. There is *absolutely nothing the matter with him*, but of course every time he comes I fix him up something."

"And he pays for it?"

"Yes, $3.00 a visit. But what I give him has no remedial power whatever. I have to cater to his imaginary ills. He is one of my best friends, and I dare not disappoint his fears."

An even more striking case of professional delusion is related by W. H. Wintou, business manager of the Kingston (N. Y.) *Freeman:*

"In 1883, Mr. R. R., of New York, (a relative of a late Vice President of the United States) was seriously ill of a very fatal disorder. The best physicians attended him, but, until the last one was tried, he constantly grew worse. This doctor gave him some medicine in a two-ounce bottle. Improving, he got another bottle, paying $2 for each. He was getting relief after having used several of these mysterious small bottles.

One day he laid one on his desk in his New York office. In the same office a friend was using a remedy put up in a large bottle. By pure accident it was found out that these two bottles contained exactly the same medicine, the two ounce vial costing the doctor's patient $2, while his friend paid but $1.25 for a bottle holding over sixteen ounces of Warner's safe cure. The doctor's services were stopped at once, the man continued treating himself with what his doctor had secretly prescribed—Warner's safe cure, which finally restored him to health from an attack of what his doctors called bright's disease.

If the leading physicians in the land, through fear of the code, will *secretly* prescribe Warner's safe cure in all cases of kidney, liver and general disorder, do they not thereby confess their own inability to cure it, and, by the strongest sort of endorsement, commend that preparation to the public?

We hear it warmly spoken of in every direction, and we have no doubt whatever that it is, all things considered, the very best article of the kind ever known.



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to

ZAISER & STEGMAN,

Rooms 2, 3 and 5, 27 South Meridian St.

Send for price list. **INDIANAPOLIS, IND.**

CATARRH positively cured by the great German Remedy. Sample package and book for 4 cents in stamps. **E. H. Medical Co.,** East Hampton, Conn.

Digitized by Google

LOCOMOTIVE FIREMEN'S MAGAZINE!

PRIZE LIST FOR 1888.

Greatest Inducements Ever Offered!

COMPETITION OPEN TO ALL!

The Grand Lodge of the Brotherhood of Locomotive Firemen has decided to offer the following Prizes to Agents, and other persons, securing the best lists of subscribers to the Locomotive Firemen's Magazine for 1888, viz.:

FIRST PRIZE.—To the Lodge securing the largest number of subscribers, one set (4) Officers' Upholstered Chairs, finely finished. (This includes a chair each for the Master, Vice Master, Past Master and Chaplain.)

SECOND PRIZE.—To the Lodge securing the largest number of subscribers *in proportion to membership*, a handsomely ornamented Banner, suitably inscribed.

THIRD PRIZE.—To the Lodge *organized after January 1st, 1888*, securing the largest number of subscribers, a handsome Altar, suitably inscribed.

FOURTH PRIZE.—To the Ladies' Society, B. of L. F., ordering the largest number of subscriptions (provided not less than fifty are ordered,) through its authorized Agent, a Parlor Organ.

FIFTH PRIZE.—To the Lady (open to all) securing the largest number of subscribers, (provided not less than twenty-five are ordered,) a handsome Gold Watch.

SIXTH PRIZE.—To the Gentleman (exclusive of regular agents,) securing the largest number of subscribers (provided not less than twenty-five are secured,) a set of Chambers' Encyclopædia.

SEVENTH PRIZE.—To the Members' Wife or Daughter, securing the largest number subscribers, (provided not less than twenty-five are secured,) a first-class Sewing Machine.

EIGHTH PRIZE.—To the Members' Son securing the largest number of subscribers, (provided not less than twenty-five are secured,) a Silver Watch.

MISCELLANEOUS PRIZES FOR REGULAR AGENTS ONLY.

The following Prizes will be awarded to the Magazine Agents (regardless of membership of their Lodges,) who secure the largest lists of subscribers:

PRIZES:	
First Prize . . . . . Gold Watch	Sixth Prize . . Forney's, Sinclair's and Alexander's Books on the Locomotive.
Second Prize . . . . . Diamond Shirt Stud	Seventh Prize . . . . . Nickel-Plated Scoop
Third Prize . . . . . 18-Karat Gold Watch Chain	Eighth Prize . . . . . Nickel-Plated Cab Light
Fourth Prize . . . . . Monogram Gold Ring	Ninth Prize . . . . . Nickel-Plated Torch
Fifth Prize . . . . . Monogram Gold Watch Charm	Tenth Prize . . . . . Gold Badge B. of L. F.

GRAND SPECIAL PRIZE OPEN TO ALL.

To the Lodge securing the smallest number of subscribers, a Leather Banner, inscribed with the names of the officers, will be awarded. To the Agent of the Lodge securing the smallest number of subcribers there will be awarded a Leather Medal, suitably inscribed.

The time for the competition will be extended to *December 1st, 1888*, and the Prizes will be awarded on that day. Each annual subscription will count equal to two semi-annual, or four quarterly subscriptions.

Competitors will be credited with *paid up* subscriptions only, and all subscriptions not *paid up*, will not be counted in the awarding of the Prizes.

Parties (exclusive of regular Agents,) who desire to enter into the competition, will please notify the Editor at once. An Agent's outfit, consisting of subscription book, receipt book, subscription blanks, envelopes, etc., will be forwarded to any address on application.

Subscription Price of the Magazine $1.00 per year. Postage Pre-Paid.

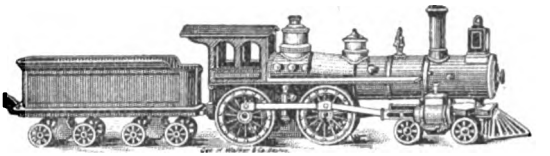
☞ Forward remittances and address all communications to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

Digitized by Google

THE WILKINS MODEL LOCOMOTIVE AND TENDER!

Practically Indestructible.



Twenty-one Inches Long.

(PATENT PENDING.)

CAN BE USED AS

INK STAND. CARD HOLDER. LETTER BOX.
MANTEL ORNAMENT.
CIGAR STAND. CHILD'S TOY. MATCH SAFE.

Made of Malleable Iron, finely Japanned and Ornamented. Is a true model of modern style extension front Express Locomotives, made to accurate scale in all particulars. Patent Trucks by which all wheels turn. Perfect action of Connecting Rods. Will be sent on approval to any address on receipt of $2 50. Particularly appropriate as a Holiday Present. Making an especially interesting and attractive ornament.

MANUFACTURED BY

THE TRIUMPH WRINGER COMPANY,

Keene, New Hampshire.

IMPORTANT TO RAILROAD FIREMEN.

SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)

ESPECIALLY adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of $2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, i you push and introduce it. Some samples furnished, free, with order, and if polish is no found to be exactly as represented, may be returned, at our expense, and money refunded

Address, THE MATCHLESS METAL POLISH CO.,
88 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

Digitized by Google

A NEW EDITION

OF THE

CATECHISM OF THE LOCOMOTIVE.

The CATECHISM OF THE LOCOMOTIVE was written in 1873 and published in book form the following year. During the period since then, there have been many changes in the construction of locomotives, and the book, as originally written, is, naturally, not up to the present practice in the branch of engineering, of which it treats. A new edition, is therefore, being prepared, and it will be published in monthly parts, in the

Railroad and Engineering Journal

It is intended to commence the publication, in the November issue, of this year and to complete it in 1888.

The book will be thoroughly revised; the greater part of it will be entirely re-written, and nearly all the engravings will be new. The matter which will be added will probably make the new edition one-half larger than the original book.

The subscription price of the RAILROAD AND ENGINEERING JOURNAL is $3.00 per year, or $25.00 for ten copies, if the amount is sent with the order for the papers. Subscriptions sent before the first of Jauary, 1888, will entitle the subscriber to copies of the "JOURNAL from the commencement of the publication of the "Catechism" to the close of the year 1888.

The RAILROAD AND ENGINEERING JOURNAL is the oldest railroad paper in the world. It is an illustrated monthly journal, devoted to the discussion of engineering and mechanical subjects, and its aim is to be of value to all interested in them.

Subscriptions should be sent to

M. N. FORNEY, Editor and Proprietor,
45 Broadway, New York, N. Y.

DON'T BE A CLAM !

MAGNETISM THE SOURCE OF ALL LIFE.



We sell more Magnetic Goods than any other firm in this country.

Sell on Monthly Payments—One-half cash with order. Balance to suit you.

Order by Number in Catalogue.

Send for Catalogue.

JOHN C. BRANHAM, Collector No. 112 B.L.F.
WILL C. VAWTER, C.E. Div. 154 B.L.E.

JOHN C. BRANHAM & CO., Agents, - Mt. Vernon, Ill.

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Princeton University Library
32101 066885680

Digitized by Google

Digitized by Google